**Department of Engineering and Public Works**
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April 24, 2023

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

**RE: Elks MUPD**
**FLUA Amendment Policy 3.5-d Review**
**Round 2022-24-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, dated April 5, 2023, 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 side of Belvedere Road, east of Jog Road | |
| **PCN:** | 00-42-43-27-05-005-0020 | |
| **Acres:** | 11.22 acres | |
| | **Current FLU** | **Proposed FLU** |
| **FLU:** | Institutional (INST)/Medium Residential, 5 dwelling units per acre (MR-5) | Institutional (INST)/ High Residential, 8 dwelling units per acre (HR-8) |
| **Zoning:** | Agricultural Residential District (AR) | Multiple Use Planned Development (MUPD) |
| **Density/ Intensity:** | 5 DUs/Acre | 8 DUs/Acre |
| **Maximum Potential:** | Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 56 DUs | Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 89 DUs |
| **Proposed Potential:** | None | Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 195 DUs (Using WFH Density Bonus) |
| **Net Daily Trips:** | 223 (maximum – current)<br>937 (proposed – current) | |
| **Net PH Trips:** | 36 (9/27) AM, 45 (28/17) PM (maximum)<br>78 (19/59) AM, 99 (62/37) PM (proposed) | |
| ** **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 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 the **proposed potential** density shown above. Therefore, based on Transfer of Development Rights (TDR) and density bonus programs, this amendment requires a condition of approval to cap the project at the **proposed** development potential or equivalent trips.

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

Sincerely,

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS:jb

ec:
Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Lisa Amara – Director, Zoning 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
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# LAND USE PLAN AMENDMENT APPLICATION
# TRAFFIC STATEMENT

## ELKS MUPD
## 11.22 ACRE LUPA
## PALM BEACH COUNTY, FLORIDA

**Prepared for:**

The Marcus Organization
155 Schmitt Boulevard
Farmingdale, New York 11735

Job No. 22-231

Date: April 5, 2023

BRYAN G. KELLEY
LICENSE
No. 74006
STATE OF
FLORIDA
PROFESSIONAL
Bryan G. Kelley, P.E.
FL Reg. No. 74006

MAY 09 2023

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## 1.0 SITE DATA

The subject parcel is located on the south side of Belvedere Road just east of Jog Road in Palm Beach County, Florida and contains approximately 11.22 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-005-0020.

The subject property is currently designated as Institutional with underlying Multifamily Residential, 5 dwelling units per acre (INST/5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Institutional with underlying High Residential, 8 dwelling units per acre (INST/8). 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 11.22 acres parcels' underlying 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 future land use designation (INST/5) and the proposed future land use designation (INST/8). Since only the underlying future land use change is being requested, the trips associated with the Institutional future land use were not included in the traffic analysis.

**MR-5**

The most intensive land use under the existing underlying MR-5 land use designation is "Low Rise Multifamily Residential". Based on 5 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed INST/5 land use designation is 56 dwelling units calculated as follows:

$$11.22 \text{ Acre} \times \frac{5 \text{ Dwelling Units}}{1 \text{ Acre}} = 56 \text{ Dwelling Units}$$

## 2.0 TRAFFIC GENERATION (CONTINUED)

Low Rise Multifamily Residential (56 DU)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing underlying MR-5 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 dwelling units and the accepted traffic generation rates for Low Rise Multifamily Residential, the maximum traffic generation for the property under the existing underlying MR-5 land use designation may be summarized as follows:

**Existing Future Land Use**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 377 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 22 pht (5 In/17 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 29 pht (18 In/11 Out) |

**HR-8**

The most intensive land use under the proposed HR-8 underlying land use designation is "Low Rise Multifamily Residential". Based on 8 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed HR-8 underlying land use designation is 89 dwelling units calculated as follows:

$$11.22 \text{ Acre} \times \frac{8 \text{ Dwelling Units}}{1 \text{ Acre}} = 89 \text{ Dwelling Units}$$

Multi-Family Residential (89 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed underlying HR-8 future land use designation. Based on the maximum allowable acreage and the accepted traffic generation rates for residential development, the maximum traffic generation for the property under the proposed HR-8 underlying land use designation may be summarized as follows:

**Proposed Future Land Use – Informational Only**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 600 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 36 pht (9 In/27 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 45 pht (28 In/17 Out) |

## 2.0 TRAFFIC GENERATION (CONTINUED)

The above information is shown for informational purposes only. Table 3 calculates the traffic generation for the development utilizing density bonuses to allow for 195 multifamily dwelling units. The traffic generation may be summarized as follows:

**Proposed Future Land Use – With Density Bonuses**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 1,314 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 78 pht (19 In/59 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 99 pht (62 In/37 Out) |

The difference in trips between the proposed future land use (with density bonuses) and the existing future land use designation may be summarized as follows:

**Trip Generation Difference**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 937 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 56 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 70 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 937 trips per day, the radius of influence is the directly accessed link only 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 99 peak hour trips, the radius of development influence for purposes of Test 2 shall be one (1) mile.

## 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 INST/8 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. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

## 6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 represent the required Test 2 Five Year Analysis. Tables 5 and 6 calculate which of the impacted links are significant for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

## 7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed INST/8 land use designation have been calculated in Table 3 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 INST/8 land use designation may be summarized as follows:

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

| | |
|---|---|
| AM Peak Hour = | 19 / 59 |
| PM Peak Hour = | 62 / 37 |

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 not significantly impact any roadway segment that is projected to be operating above 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 99 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

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# TABLE 1
## EXISTING MR-5 FUTURE LAND USE DESIGNATION - 56 DU

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 56 | Dwelling Units | 6.74 | | | 377 | | 0 | 377 | 0% | 0 | 377 |
| | | | **Grand Totals:** | | | | **377** | **0.0%** | **0** | **377** | **0%** | **0** | **377** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 56 | Dwelling Units | 0.4 | 0.24 | 0.76 | 5 | 17 | 22 | 0.0% | 0 | 0 | 0 | 5 | 17 | 22 | 0% | 0 | 5 | 17 | 22 |
| | | | **Grand Totals:** | | | | **5** | **17** | **22** | **0.0%** | **0** | **0** | **0** | **5** | **17** | **22** | **0%** | **0** | **5** | **17** | **22** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 56 | Dwelling Units | 0.51 | 0.63 | 0.37 | 18 | 11 | 29 | 0.0% | 0 | 0 | 0 | 18 | 11 | 29 | 0% | 0 | 18 | 11 | 29 |
| | | | **Grand Totals:** | | | | **18** | **11** | **29** | **0.0%** | **0** | **0** | **0** | **18** | **11** | **29** | **0%** | **0** | **18** | **11** | **29** |

# TABLE 2
## PROPOSED HR-8 FUTURE LAND USE DESIGNATION - 89 DU (INFORMATIONAL PURPOSES ONLY)

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 89 | Dwelling Units | 6.74 | | | 600 | | 0 | 600 | 0% | 0 | 600 |
| | | | **Grand Totals:** | | | | **600** | **0.0%** | **0** | **600** | **0%** | **0** | **600** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 89 | Dwelling Units | 0.4 | 0.24 | 0.76 | 9 | 27 | 36 | 0.0% | 0 | 0 | 0 | 9 | 27 | 36 | 0% | 0 | 9 | 27 | 36 |
| | | | **Grand Totals:** | | | | **9** | **27** | **36** | **0.0%** | **0** | **0** | **0** | **9** | **27** | **36** | **0%** | **0** | **9** | **27** | **36** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 89 | Dwelling Units | 0.51 | 0.63 | 0.37 | 28 | 17 | 45 | 0.0% | 0 | 0 | 0 | 28 | 17 | 45 | 0% | 0 | 28 | 17 | 45 |
| | | | **Grand Totals:** | | | | **28** | **17** | **45** | **0.0%** | **0** | **0** | **0** | **28** | **17** | **45** | **0%** | **0** | **28** | **17** | **45** |

# TABLE 3
## PROPOSED HR-8 FUTURE LAND USE DESIGNATION - 195 DU (INCLUDES DENSITY BONUSES)

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 195 | Dwelling Units | 6.74 | | | 1,314 | | 0 | 1,314 | 0% | 0 | 1,314 |
| | | | **Grand Totals:** | | | | **1,314** | **0.0%** | **0** | **1,314** | **0%** | **0** | **1,314** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 195 | Dwelling Units | 0.4 | 0.24 | 0.76 | 19 | 59 | 78 | 0.0% | 0 | 0 | 0 | 19 | 59 | 78 | 0% | 0 | 19 | 59 | 78 |
| | | | **Grand Totals:** | | | | **19** | **59** | **78** | **0.0%** | **0** | **0** | **0** | **19** | **59** | **78** | **0%** | **0** | **19** | **59** | **78** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220 | 195 | Dwelling Units | 0.51 | 0.63 | 0.37 | 62 | 37 | 99 | 0.0% | 0 | 0 | 0 | 62 | 37 | 99 | 0% | 0 | 62 | 37 | 99 |
| | | | **Grand Totals:** | | | | **62** | **37** | **99** | **0.0%** | **0** | **0** | **0** | **62** | **37** | **99** | **0%** | **0** | **62** | **37** | **99** |

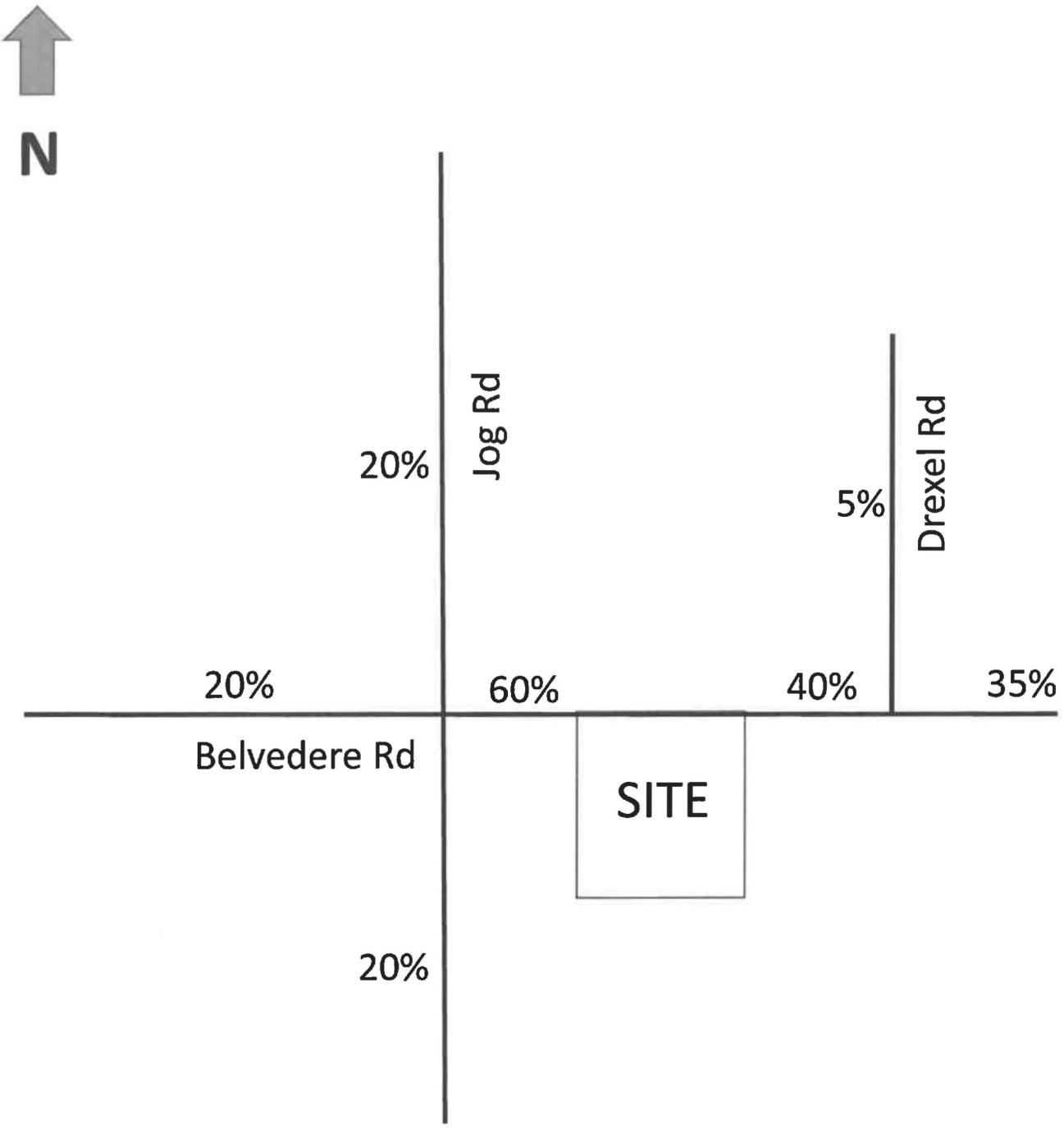


FIGURE 1 – Trip Distribution
Elks MUPD
Project # 22-231

SIMMONS & WHITE

# APPENDIX A

## YEAR 2045 ANALYSIS

## TABLE 4
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

**PROJECT:** ELKS MUPD
**EXISTING FUTURE LAND USE DESIGNATION:** MR-5
**TRIPS PER DAY=** 377
**PROPOSED FUTURE LAND USE DESIGNATION:** HR-8
**TRIPS PER DAY=** 1,314
**TRIP INCREASE=** 937

| ROADWAY | FROM | TO | DISTRIBUTION (%) | PROJECT TRAFFIC | LANES | LOS "D" CAPACITY | TRIP INCREASE | PROJECT SIGNIFICANCE |
|---|---|---|---|---|---|---|---|---|
| BELVEDERE ROAD | SKEES ROAD | JOG ROAD | 20% | 187 | 6D | 50,300 | 0.37% | NO |
| BELVEDERE ROAD | JOG ROAD | SITE | 60% | 562 | 4D | 33,200 | 1.69% | NO |
| BELVEDERE ROAD | SITE | DREXEL ROAD | 40% | 375 | 4D | 33,200 | 1.13% | NO |
| BELVEDERE ROAD | DREXEL ROAD | HAVERHILL ROAD | 35% | 328 | 4D | 33,200 | 0.99% | NO |
| JOG ROAD | SOUTHERN BOULEVARD | BELVEDERE ROAD | 20% | 187 | 6D | 50,300 | 0.37% | NO |
| JOG ROAD | BELVEDERE ROAD | TURNPIKE ENTRANCE | 20% | 187 | 6D | 50,300 | 0.37% | NO |
| DREXEL ROAD | BELVEDERE ROAD | OKEECHOBEE BOULEVARD | 5% | 47 | 2 | 15,200 | 0.31% | NO |

| ROADWAY | FROM | TO | 2045 PBC MPO TRAFFIC VOLUME | DISTRIBUTION (%) | PROJECT TRAFFIC | TOTAL 2045 TRAFFIC | LANES | LOS "D" CAPACITY | V/C RATIO |
|---|---|---|---|---|---|---|---|---|---|
| BELVEDERE ROAD | SKEES ROAD | JOG ROAD | 34,600 | 20% | 187 | 34,787 | 6D | 50,300 | 0.69 |
| BELVEDERE ROAD | JOG ROAD | SITE | 25,300 | 60% | 562 | 25,862 | 4D | 33,200 | 0.78 |
| BELVEDERE ROAD | SITE | DREXEL ROAD | 25,300 | 40% | 375 | 25,675 | 4D | 33,200 | 0.77 |
| BELVEDERE ROAD | DREXEL ROAD | HAVERHILL ROAD | 32,100 | 35% | 328 | 32,428 | 4D | 33,200 | 0.98 |
| JOG ROAD | SOUTHERN BOULEVARD | BELVEDERE ROAD | 45,400 | 20% | 187 | 45,587 | 6D | 50,300 | 0.91 |
| JOG ROAD | BELVEDERE ROAD | TURNPIKE ENTRANCE | 37,200 | 20% | 187 | 37,387 | 6D | 50,300 | 0.74 |
| DREXEL ROAD | BELVEDERE ROAD | OKEECHOBEE BOULEVARD | 7,700 | 5% | 47 | 7,747 | 2 | 15,200 | 0.51 |

* 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3924 | 937191 | AUSTRALIAN AVE | Banyan Blvd | Palm Beach Lakes Blvd | 4 | 4 | 34,463 | 22,437 | 23,397 | 28,700 | 25,389 | 33,769 | 31,100 |
| 3820 | 937195 | AUSTRALIAN AVE | Palm Beach Lakes Blvd | 15th St | 4 | 4 | 32,425 | 24,987 | 27,794 | 29,366 | 30,216 | 37,972 | 34,900 |
| 3816 | 937194 | AUSTRALIAN AVE | 15th St | 25th St | 4 | 4 | 34,077 | 22,669 | 27,149 | 28,549 | 24,216 | 31,943 | 35,800 |
| 3810 | 937193 | AUSTRALIAN AVE | 25th St | 36th St | 4 | 4 | 29,412 | 21,566 | 23,335 | 27,618 | 17,385 | 23,791 | 29,700 |
| 3802 | 937192 | AUSTRALIAN AVE | 36th St | 45th St | 4 | 4 | 31,677 | 23,808 | 24,939 | 30,097 | 20,242 | 25,392 | 31,300 |
| 2306 | 937196 | AUSTRALIAN AVE | 45th St | Port Rd (SR-710) | 4 | 4 | 23,347 | 17,287 | 16,813 | 17,400 | 9,120 | 13,808 | 21,500 |
| 2834 | 937197 | AUSTRALIAN AVE | Port Rd (SR-710) | Blue Heron Blvd | 4 | 4 | 17,568 | 12,805 | 13,636 | 14,015 | 7,503 | 10,516 | 16,600 |
| 7027 | 930079 | AVE 'E' | SR-715 | Main St | 4 | 4 | 9,097 | 8,345 | 7,958 | 7,700 | 3,630 | 4,218 | 8,500 |
| 7022 | 930760 | AVE 'E' | Main St | CR 880 | 4 | 4 | 8,876 | 8,311 | 7,126 | 8,900 | 3,450 | 3,309 | 7,000 |
|  | 937504 | AVOCADO BLVD | 60th St N | Orange Blvd | 2 | 2 |  |  | - | - | 2,291 | 4,499 | 4,500 |
| 3839 | 937473 | BANYAN ST | Tamarind Ave | Australian Ave | 5 | 5 | 27,573 | - | 16,935 | 14,700 | 18,382 | 19,341 | 17,800 |
|  | 937496 | BARFIELD HWY | SR-15 | E Main St | 2 | 2 |  |  | - | - | 2,739 | 4,857 | 4,900 |
| 5628 | 937369 | BARWICK RD | Lake Ida Rd | Atlantic Ave | 2 | 2 | 12,426 | 10,212 | 10,556 | 10,100 | 8,595 | 10,600 | 13,000 |
| 3427 | 937102 | BELVEDERE RD | SR-7 | Sansbury's Way | 6 | 6 | 25,235 | 21,895 | 18,958 | 21,456 | 35,242 | 46,526 | 30,200 |
| 3425 | 937101 | BELVEDERE RD | Sansbury's Way | Skees Rd | 6 | 6 | 33,006 | 24,314 | 21,655 | 25,477 | 22,241 | 35,636 | 34,700 |
| 3211 | 937100 | BELVEDERE RD | Skees Rd | Jog Rd | 6 | 6 | 27,000 | 26,517 | 22,540 | 27,023 | 12,765 | 24,835 | 34,600 |
| 3679 | 937105 | BELVEDERE RD | Jog Rd | Drexel Rd | 4 | 4 | 25,000 | 23,908 | 20,251 | 24,457 | 20,852 | 26,060 | 25,300 |
| 3609 | 937103 | BELVEDERE RD | Drexel Rd | Haverhill Rd | 4 | 4 | 26,000 | 25,737 | 23,750 | 27,776 | 13,944 | 22,284 | 32,100 |
| 3645 | 937104 | BELVEDERE RD | Haverhill Rd | Military Tr | 4 | 4 | 27,000 | 26,071 | 24,033 | 26,854 | 8,499 | 13,955 | 29,500 |
| 3623 | 937269 | BELVEDERE RD | Military Tr | Congress Ave | 6 | 6 | 25,000 | 24,665 | 23,481 | 26,024 | 11,425 | 20,505 | 32,600 |
| 3605 | 937268 | BELVEDERE RD | Congress Ave | Australian Ave | 6 | 6 | 33,000 | 32,739 | 31,148 | 36,437 | 12,872 | 22,703 | 41,000 |
| 3213 | 937267 | BELVEDERE RD | Australian Ave | Hillsboro Rd | 6 | 6 | 33,000 | 31,303 | 32,001 | 33,000 | 19,362 | 25,204 | 37,800 |
|  | 930172 | BELVEDERE RD | Hillsboro Rd | I-95 | 6 | 6 |  |  | - | - | 23,917 | 29,197 | 29,200 |
| 3311 | 930173 | BELVEDERE RD | I-95 | Parker Ave | 4 | 4 | 29,548 | 25,652 | 27,808 | 29,500 | 36,662 | 40,889 | 32,000 |
| 3821 | 937270 | BELVEDERE RD | Parker Ave | Dixie Hwy | 5 | 5 | 18,851 | 16,040 | 17,328 | 18,892 | 6,615 | 7,807 | 18,500 |
| 3416 | 937005 | BENOIST FARMS RD | Southern Blvd | Belvedere Rd | 2 | 3 | 5,484 | 4,547 | 4,704 | 5,720 | 3,773 | 7,803 | 9,700 |
| 3456 | 937006 | BENOIST FARMS RD | Belvedere Rd | Okeechobee Bl | 2 | 2 | 4,990 | 4,685 | 6,317 | 6,397 | 9,316 | 10,892 | 7,900 |
| 3434 | 937323 | BIG BLUE TRACE | South Shore Blvd | Wellington Trace | 2 | 2 | 12,699 | 12,405 | 11,759 | 12,400 | 5,961 | 7,599 | 13,400 |
| 3422 | 937322 | BIG BLUE TRACE | Wellington Trace | Southern Blvd | 2 | 2 | 10,768 | 11,579 | 11,715 | 12,000 | 3,503 | 6,083 | 14,300 |
| 3436 | 937128 | BINKS FOREST DR | Greenview Shores Bl | Southern Blvd | 4 | 4 | 10,119 | 8,336 | 9,589 | 10,700 | 5,449 | 10,970 | 15,100 |
| 2601 | 930067 | BLUE HERON BLVD | Bee Line Hwy | Military Tr | 4 | 4 | 16,120 | 18,029 | 21,790 | 22,994 | 31,873 | 41,733 | 31,700 |
| 2211 | 935405 | BLUE HERON BLVD | Military Tr | I-95 | 6 | 6 | 33,282 | 33,088 | 41,754 | 48,000 | 44,876 | 60,188 | 56,000 |
| 2311 | 935406 | BLUE HERON BLVD | I-95 | Congress Ave | 6 | 6 | 51,386 | 42,056 | 49,934 | 50,500 | 26,407 | 34,817 | 58,300 |
| 2607 | 937176 | BLUE HERON BLVD | Congress Ave | Australian Ave | 6 | 6 | 37,356 | 34,095 | 36,520 | 38,822 | 24,009 | 39,269 | 51,800 |
| 2823 | 930070 | BLUE HERON BLVD | Australian Ave | SR-811 | 6 | 6 | 34,101 | 29,652 | 31,650 | 34,467 | 20,620 | 32,852 | 43,900 |
|  | 930066 | BLUE HERON BLVD | SR-811 | Ave F | 5 | 5 |  |  | - | - | 17,433 | 31,239 | 31,200 |
| 2811 | 930071 | BLUE HERON BLVD | Ave F | US 1 | 5 | 5 | 22,447 | 20,196 | 17,600 | 25,058 | 13,815 | 21,566 | 25,400 |
| 6832 | 930045 | BOCA RATON BLVD | Palmetto Park Rd | Glades Rd | 4 | 4 | 10,846 | 8,494 | 25,500 | 10,307 | 18,494 | 25,330 | 32,300 |
| 6822 | 937416 | BOCA RATON BLVD | Glades Rd | 20th St NW | 5 | 5 | 20,099 | 15,939 | 21,277 | 20,567 | 14,849 | 15,433 | 21,900 |
| 6818 | 937416 | BOCA RATON BLVD | 20th St NW | 28th St NW | 5 | 5 | 20,794 | 16,509 | 25,334 | 22,497 | 14,849 | 15,433 | 25,900 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1801 | 937363 | DONALD ROSS RD | Prosperity Farms Rd | Ellison-Wilson Rd | 4 | 6 | 27,337 | 26,081 | 27,134 | 30,207 | 9,981 | 14,807 | 32,000 |
| 1801 | 937363 | DONALD ROSS RD | Ellison-Wilson Rd | US 1 | 4 | 6 | 27,337 | 26,081 | 27,134 | 30,207 | 9,981 | 14,807 | 32,000 |
| | 930701 | DONALD ROSS RD | US 1 | A1A | 3 | 3 | 27,337 | | - | - | 2,543 | 2,654 | 2,700 |
| 3638 | 937332 | DREXEL RD | Okeechobee Bl | Belvedere Rd | 2 | 2 | 10,638 | 10,286 | 9,989 | 10,698 | 14,509 | 12,234 | 7,700 |
| | 937619 | DUDA RD | G2 Canal Rd | Cr-880 | 2 | 2 | | | - | - | 322 | 328 | 300 |
| | 937703 | DYER BLVD | Haverhill Blvd | Military Tr | 2 | 2 | | | - | - | 3,507 | 5,390 | 5,400 |
| | 937494 | E CANAL ST | SR-717 | SR-80 | 2 | 2 | | | - | - | 1,275 | 1,562 | 1,600 |
| | 937569 | E OCEAN AVE | Seacrest Blvd | Federal Hwy | 2 | 2 | | | - | - | 5,890 | 8,860 | 8,900 |
| 5634 | 937297 | EL CLAIR RANCH RD | Lake Ida Rd | W Atlantic Ave | 2 | 2 | 6,566 | 5,120 | 5,585 | 6,141 | 2,951 | 3,306 | 5,900 |
| 5636 | 937298 | EL CLAIR RANCH RD | Woolbright Rd | Piper's Glen Blvd | 2 | 2 | 8,001 | 7,414 | 7,080 | 7,093 | 4,941 | 4,853 | 7,000 |
| 5632 | 937296 | EL CLAIR RANCH RD | Boynton Beach Blvd | Woolbright Rd | 2 | 2 | 5,562 | 5,359 | 4,998 | 5,563 | 6,121 | 8,272 | 7,100 |
| 2844 | 937058 | ELLISON-WILSON RD | PGA Blvd | Universe Blvd | 2 | 2 | 11,653 | 13,804 | 10,237 | 10,985 | 8,630 | 10,355 | 12,300 |
| 2304 | 938519 | ELLISON-WILSON RD | Universe Blvd | Donald Ross Rd | 2 | 2 | 6,147 | 5,669 | 6,291 | 6,845 | 4,413 | 6,809 | 8,700 |
| 3661 | 937333 | ELMHURST RD | Haverhill Rd | Military Tr | 2 | 2 | 10,363 | 7,776 | 8,269 | 8,716 | 7,100 | 8,535 | 9,900 |
| 6850 | 937499 | FAU BLVD | Glades Rd | 20th St NW | 4 | 4 | 9,953 | - | 10,400 | 6,900 | 7,521 | 17,482 | 20,400 |
| 6876 | 937499 | FAU BLVD | 20th St NW | Spanish River Blvd | 2 | 2 | 11,757 | 13,691 | 10,400 | 17,771 | 7,521 | 17,482 | 20,400 |
| 4824 | 930221 | FEDERAL HWY | 6th Ave S | Lake Ave (LW) | 2 | 2 | 13,121 | 9,333 | 9,428 | 9,200 | 4,932 | 6,289 | 10,800 |
| 4802 | 935056 | FEDERAL HWY | Lucerne Ave | 6th Ave N | 2 | 2 | 14,217 | 9,925 | 10,693 | 9,300 | 7,398 | 8,538 | 11,800 |
| 3912 | 935081 | FLAGLER DR | Forest Hill Blvd | Plymouth Rd | 2 | 2 | 2,609 | - | 6,400 | - | 942 | 1,925 | 7,400 |
| 3894 | 935081 | FLAGLER DR | Plymouth Rd | Southern Blvd | 2 | 2 | 3,162 | - | 6,400 | - | 942 | 1,925 | 7,400 |
| 3870 | 938517 | FLAGLER DR | Southern Blvd | Barcelona Rd | 2 | 2 | 7,006 | - | 6,500 | 5,500 | 506 | 1,959 | 8,000 |
| 3854 | 938517 | FLAGLER DR | Barcelona Rd | Okeechobee Bl | 4 | 4 | 13,375 | - | 6,500 | 5,500 | 506 | 1,959 | 8,000 |
| 3852 | 938516 | FLAGLER DR | Okeechobee Bl | Banyan Blvd | 4 | 4 | 17,558 | - | 9,700 | 9,600 | 7,949 | 10,560 | 12,900 |
| 3838 | 938516 | FLAGLER DR | Banyan Blvd | Loftin St | 4 | 4 | 15,587 | - | 9,700 | 9,600 | 7,949 | 10,560 | 12,900 |
| 3832 | 938516 | FLAGLER DR | Loftin St | Palm Beach Lakes Blvd | 4 | 4 | 17,980 | - | 9,700 | 9,600 | 7,949 | 10,560 | 12,900 |
| 3824 | 938516 | FLAGLER DR | Palm Beach Lakes Blvd | 26th St | 4 | 4 | 17,973 | - | 9,700 | 9,600 | 7,949 | 10,560 | 12,900 |
| 3808 | 938516 | FLAGLER DR | 26th St | 36th St | 2 | 2 | 11,294 | - | 9,700 | 9,600 | 7,949 | 10,560 | 12,900 |
| PBC036 | PBC036 | FLAVOR PICT RD | SR-7 | Lyons Rd | 2 | 4 | | | - | - | 1,098 | 12,146 | 12,100 |
| PBC035 | PBC035 | FLAVOR PICT RD | Lyons Rd | Hagen Ranch Rd | 0 | 4 | | | - | - | - | 19,834 | 19,800 |
| 5663 | 937151 | FLAVOR PICT RD | Hagen Ranch Rd | Jog Rd | 2 | 2 | | 5,343 | 6,827 | 7,559 | 6,670 | 9,901 | 10,100 |
| 5654 | 937151 | FLAVOR PICT RD | Jog Rd | Military Tr | 2 | 2 | 5,725 | 6,947 | 6,768 | 8,472 | 6,670 | 9,901 | 10,000 |
| 3840 | 938530 | FLORIDA AVE / ROSEMARY | Banyan Blvd | Lakeview Ave | 2 | 2 | 5,119 | - | 5,200 | 5,400 | 12,929 | 14,038 | 6,300 |
| | 937554 | FLORIDA MANGO RD | Belvedere Rd | Old Okeechobee Rd | 2 | 2 | | | - | - | 3,657 | 4,256 | 4,300 |
| 4212 | 937028 | FLORIDA MANGO RD | 10th Ave N | Forest Hill Blvd | 2 | 3 | 14,340 | 10,014 | 10,995 | 11,389 | 9,089 | 9,548 | 11,600 |
| 3646 | 937027 | FLORIDA MANGO RD | Forest Hill Blvd | Summit Blvd | 2 | 3 | 8,650 | 6,565 | 6,289 | 6,876 | 4,051 | 6,294 | 8,500 |
| 3438 | 937326 | FOLSOM RD | Crestwood Blvd | Okeechobee Bl | 2 | 2 | 4,989 | 4,492 | 4,684 | 5,000 | 1,509 | 1,828 | 5,000 |
| | 937545 | FORDHAM DR | N Dixie Hwy | Federal Hwy | 2 | 2 | | | - | - | 2,310 | 2,519 | 2,500 |
| 3402 | 938524 | FOREST HILL BLVD | Southern Blvd | Wellington Trace | 6 | 6 | 39,091 | 34,180 | 35,877 | 39,500 | 21,164 | 30,642 | 45,400 |
| 3430 | 937087 | FOREST HILL BLVD | Wellington Trc | South Shore Blvd | 4 | 4 | 36,110 | 28,360 | 28,571 | 32,000 | 23,424 | 32,205 | 39,300 |
| 3407 | 937086 | FOREST HILL BLVD | South Shore Blvd | SR-7 | 6 | 6 | 57,143 | 45,720 | 47,835 | 50,083 | 61,989 | 66,987 | 52,800 |

# 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 5
## TEST 2 - PROJECT SIGNIFICANCE CALCULATION
## AM PEAK HOUR

**TEST 2 - FIVE YEAR ANALYSIS**
**1 MILE RADIUS**
**TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 19**
**TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 59**

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | AM PEAK HOUR DIRECTIONAL PROJECT TRIPS | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---|---|---|---|---|---|---|---|---|---|---|
| 3211 | BELVEDERE ROAD | SKEES ROAD | JOG ROAD | 20% | 12 | 6D | I | 2940 | 0.40% | NO |
| 3679 | BELVEDERE ROAD | JOG ROAD | SITE | 60% | 35 | 4D | I | 1960 | 1.81% | NO |
| 3679 | BELVEDERE ROAD | SITE | DREXEL ROAD | 40% | 24 | 4D | I | 1960 | 1.20% | NO |
| 3609 | BELVEDERE ROAD | DREXEL ROAD | HAVERHILL ROAD | 35% | 21 | 4D | I | 1960 | 1.05% | NO |
| 3104 | JOG ROAD | OKEECHOBEE BOULEVARD | FLORIDA TURNPIKE | 20% | 12 | 6D | I | 2940 | 0.40% | NO |
| 3220 | JOG ROAD | FLORIDA TURNPIKE | BELVEDERE ROAD | 20% | 12 | 6D | II | 2830 | 0.42% | NO |
| 3654 | JOG ROAD | BELVEDERE ROAD | SOUTHERN BOULEVARD | 20% | 12 | 6D | II | 2830 | 0.42% | NO |
| 3638 | DREXEL ROAD | OKEECHOBEE BOULEVARD | BELVEDERE ROAD | 5% | 3 | 2 | I | 880 | 0.34% | NO |

# TABLE 6
## TEST 2 - PROJECT SIGNIFICANCE CALCULATION
## PM PEAK HOUR

**TEST 2 - FIVE YEAR ANALYSIS**
**1 MILE RADIUS**
**TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 62**
**TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 37**

| STATION | ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PM PEAK HOUR DIRECTIONAL PROJECT TRIPS | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---|---|---|---|---|---|---|---|---|---|---|
| 3211 | BELVEDERE ROAD | SKEES ROAD | JOG ROAD | 20% | 7 | 6D | I | 2940 | 0.25% | NO |
| 3679 | BELVEDERE ROAD | JOG ROAD | SITE | 60% | 22 | 4D | I | 1960 | 1.13% | NO |
| 3679 | BELVEDERE ROAD | SITE | DREXEL ROAD | 40% | 15 | 4D | I | 1960 | 0.76% | NO |
| 3609 | BELVEDERE ROAD | DREXEL ROAD | HAVERHILL ROAD | 35% | 13 | 4D | I | 1960 | 0.66% | NO |
| 3104 | JOG ROAD | OKEECHOBEE BOULEVARD | FLORIDA TURNPIKE | 20% | 7 | 6D | I | 2940 | 0.25% | NO |
| 3220 | JOG ROAD | FLORIDA TURNPIKE | BELVEDERE ROAD | 20% | 7 | 6D | II | 2830 | 0.26% | NO |
| 3654 | JOG ROAD | BELVEDERE ROAD | SOUTHERN BOULEVARD | 20% | 7 | 6D | II | 2830 | 0.26% | NO |
| 3638 | DREXEL ROAD | OKEECHOBEE BOULEVARD | BELVEDERE ROAD | 5% | 2 | 2 | I | 880 | 0.21% | NO |