



**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

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June 16, 2022

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

**RE: LTG Sports Turf  
FLUA Amendment Policy 3.5-d Review  
Round 2022-23-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 June 15, 2022, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

<b>Location:</b>	North side of 100 <sup>th</sup> Street South (aka Boynton Beach Boulevard), approximately 0.13 miles west of State Road 7	
<b>PCN:</b>	00-42-43-27-05-052-0472	
<b>Acres:</b>	5.014 acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	Agricultural Reserve (AGR)	Industrial (IND)/Agricultural Reserve (AGR)
<b>Zoning:</b>	Agricultural Reserve (AGR)	Light Industrial (IL) or Multiple Use Planned Development (MUPD)
<b>Density/ Intensity:</b>	0.15 FAR	0.45 FAR
<b>Maximum Potential:</b>	Nursery (Garden Center) = 5.014 acres	Light Industrial = 98,284 SF OR Flex Space - IND FLU = 98,284 SF OR Landscape Services = 5.014 acres
<b>Proposed Potential:</b>	None	None
<b>Net Daily Trips:</b>	154 (maximum – current)	
<b>Net PH Trips:</b>	172 (69/103) AM, 107 (43/64) PM (maximum)	



Bryan G. Kelley, P.E.

June 16, 2022

Page 2

*\* **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 **maximum potential** density shown above.

Please note the proposed amendment will have an insignificant impact on the long-range and Test 2 analyses.

Please contact me at 561-684-4030 or email me at [DSimeus@pbcgov.org](mailto:DSimeus@pbcgov.org) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written above the printed name.

Dominique Simeus, P.E.  
Professional Engineer  
Traffic Division

DS

ec:cw

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division  
Lisa Arhara – 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  
Jorge Perez – Senior Planner, Planning Division

File: General - TPS -- Unincorporated - Traffic Study Review  
N:\TRAFFIC\Development Review\Comp Plan\23-A\LTG Sports Turf.docx

# **FUTURE LAND USE AMENDMENT APPLICATION TRAFFIC STATEMENT**

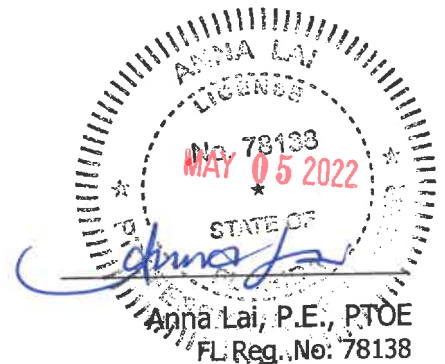
**LTG SPORTS TURF  
5.014 ACRE FLUA  
PALM BEACH COUNTY, FLORIDA**

**Prepared for:**

LTG Boynton Beach, LLC  
105 Sweeneydale Avenue  
Bayshore, New York 11706

Job No. 22-059

Date: April 1, 2022



# TABLE OF CONTENTS

1.0 SITE DATA .....	3
2.0 TRAFFIC GENERATION .....	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE .....	4
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION .....	4
5.0 YEAR 2045 ANALYSIS .....	5
6.0 TEST 2 – FIVE YEAR ANALYSIS .....	5
7.0 PEAK HOUR TURNING MOVEMENTS.....	5
8.0 CONCLUSION .....	5

## 1.0 SITE DATA

The subject parcel is located on the north side of 100<sup>th</sup> Street South, just west of State Road 7 in Palm Beach County and contains approximately 5.014 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-052-0472.

The property is currently designated as Agricultural Reserve (AGR) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 5.014 acre parcel's designation to Industrial (IND) with underlying Agricultural Reserve on the Palm Beach County Comprehensive Plan. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

## 2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 5.014 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing AGR future land use designation and the proposed IND/AGR future land use designation:

### AGR

The most intensive land use for the existing AGR land use designation is "Nursery (Garden Center)". Based on the site area consisting of 5.014 acres, the maximum allowable space under the existing AGR land use designation is 5.014 acres.

### Nursery Garden Center (5.014 Acres)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing AGR 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 and provided by the Palm Beach County Engineering Traffic Division. Based on the current acreage and the accepted traffic generation rates for garden center nursery development, the maximum traffic generation for the property under the existing AGR land use designation may be summarized as follows:

Daily Traffic Generation	=	542 tpd
AM Peak Hour Traffic Generation (In/Out)	=	14 pht (7 In/7 Out)
PM Peak Hour Traffic Generation (In/Out)	=	40 pht (20 In/20 Out)

### IND/AGR

The most intensive land use under the proposed IND/AGR land use designation is "Industrial". Based on a maximum floor area ratio (FAR) of 45 percent and the site area consisting of 5.014 acres, the maximum allowable building square footage for the designated acreage under the

## 2.0 TRAFFIC GENERATION (CONTINUED)

proposed IND/AGR land use designation is 98,284 SF calculated as follows:

$$5.014 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.45 = 98,284 \text{ SF}$$

### Industrial (98,284 SF)

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

Daily Traffic Generation	=	696 tpd
AM Peak Hour Traffic Generation (In/Out)	=	135 pht (86 In/49 Out)
PM Peak Hour Traffic Generation (In/Out)	=	107 pht (43 In/64 Out)

The increase in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 3):

Daily Traffic Generation	=	154 tpd INCREASE
AM Peak Hour Traffic Generation	=	121 pht INCREASE
PM Peak Hour Traffic Generation	=	67 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 154 trips per day, analysis is required for Year 2045 for the directly accessed link on the first accessed major thoroughfare. 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 135 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

## 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed IND/AGR land use designation.

## 5.0 YEAR 2045 ANALYSIS

Table 4 (Appendix A) represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. 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 (Appendix B) represents the required Test 2 Five Year Analysis for the AM and PM peak hours. As shown in Tables 5 and 6, all roadway links are insignificant. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

## 7.0 PEAK HOUR TURNING MOVEMENTS

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

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

AM Peak Hour = 96 / 54  
PM Peak Hour = 48 / 71

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

## 8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will result in an increase in intensity of development and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

# LTG SPORTS TURF

04/01/22

**TABLE 1**  
**EXISTING AGR FUTURE LAND USE DESIGNATION - 5.014 ACRE NURSERY**

## Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
					In	Out				%	In	Out				%	Trips			
Nursery (Garden Center)	817	5.014	Acre	108.10			542						542			0%	0	542		
		Grand Totals:					542			0.0%		0	542			0%	0	542		

## 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
Nursery (Garden Center)	817	5.014	Acre	2.82	0.50	0.50	7	7	14	0.0%	0	0	0	7	7	14	0%	0	7	7	14
		Grand Totals:					7	7	14	0.0%	0	0	0	7	7	14	0%	0	7	7	14

## 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
Nursery (Garden Center)	817	5.014	Acre	8.06	0.50	0.50	20	20	40	0.0%	0	0	0	20	20	40	0%	0	20	20	40
		Grand Totals:					20	20	40	0.0%	0	0	0	20	20	40	0%	0	20	20	40

### Notes:

1.) Assume 50/50 split.



**TABLE 2**  
**PROPOSED IND/AGR FUTURE LAND USE DESIGNATION - 98,284 SF 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	
Flex Space - IND FLU	PBC	98,284	S.F.	7.86			773		0	773	10%	77	696
			Grand Totals:				773	0.0%	0	773	10%	77	696

**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
Flex Space - IND FLU	PBC	98,284	S.F.	0.64	0.36	96	54	150	0.0%	0	0	0	96	54	150	10%	15	86	49	135
Grand Totals:						96	54	150	0.0%	0	0	0	96	54	150	10%	15	86	49	135

**PM Peak Hour Traffic Generation**

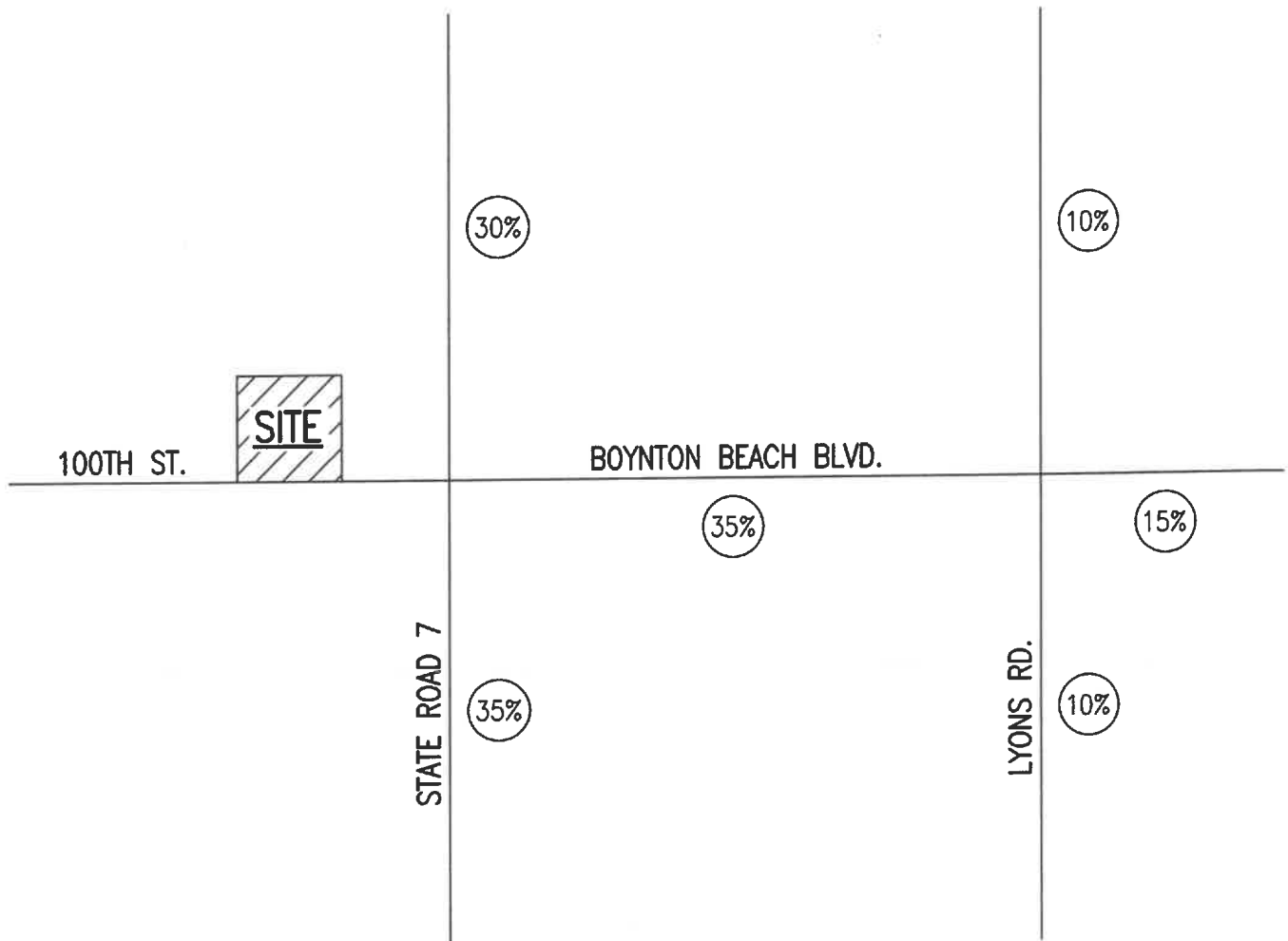
Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Flex Space - IND FLU	PBC	98,284	S.F.	0.40	0.60	48	71	119	0.0%	0	0	0	48	71	119	10%	12	43	64	107
Grand Totals:						48	71	119	0.0%	0	0	0	48	71	119	10%	12	43	64	107

## LTG SPORTS TURF

04/01/22

**TABLE 3**  
**TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FUTURE LAND USE DESIGNATION =	542	14	7	7	40	20	20
PROPOSED FUTURE LAND USE DESIGNATION =	696	135	86	49	107	43	64
INCREASE =	154	121	79	42	67	23	44



**FIGURE 1**  
**PROJECT DISTRIBUTION**

**LEGEND**

(15%) PROJECT DISTRIBUTION

**LTG SPORTS TURF**  
 22-059 AL 04-01-22

# **APPENDIX A**

## **YEAR 2045 ANALYSIS**

**LTG SPORTS TURF**

04/01/22

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

PROJECT: LTG SPORTS TURF  
EXISTING FUTURE LAND USE DESIGNATION: AGR  
EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: NONE  
TRIPS PER DAY = 542  
PROPOSED FUTURE LAND USE DESIGNATION: IND  
PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: AGR  
TRIPS PER DAY = 696  
TRIP INCREASE = 154

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2045 PBC MPO TRAFFIC VOLUME	TOTAL 2045 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
BOYNTON BEACH BOULEVARD	SR 7	LYONS ROAD	35%	54	4	33,200	0.16%	21,800	21,854	0.66	NO
SR 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	30%	46	6	50,300	0.09%	55,600	55,646	1.11	NO
SR 7	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	35%	54	4	33,200	0.16%	44,700	44,754	1.35	NO

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

## 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
6886	937492	BOCA RATON BLVD	28th St NW	Yamato Rd	4	4	23,928	17,861	24,622	26,251	18,477	13,815	20,000
6884	937417	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	2	2	17,870	16,732	19,176	21,066	5,432	6,871	20,600
6882	937417	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	2	2	13,608	11,454	14,849	14,966	5,432	6,871	16,300
6302	937453	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	2	2	5,464	3,804	4,005	4,738	5,817	7,039	5,200
6418	937140	BOCA RIO RD	SW 18th St	Palmetto Park Rd	2	2	13,715	12,511	12,717	14,800	12,818	12,931	12,800
6408	937139	BOCA RIO RD	Palmetto Park Rd	Glades Rd	2	2	18,152	16,883	16,394	18,280	14,441	14,592	16,600
4676	937118	BOUTWELL RD	2nd Ave N	10th Av N	2	2	10,779	8,559	10,337	11,365	3,957	5,917	12,300
5401	930408	BOYNTON BEACH BLVD	SR-7	Lyons Rd	4	4	15,092	13,721	15,242	16,207	14,080	20,158	21,800
5103	937237	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	6	6	26,352	28,144	37,476	42,725	28,521	41,784	50,700
5201	935201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	6	6	41,174	40,167	46,955	55,602	41,735	46,276	52,100
5641	937240	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	6	6	44,733	37,786	41,813	48,018	32,849	44,656	53,600
5633	937239	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	6	6	44,668	37,450	39,735	43,748	31,189	41,233	49,800
5611	930153	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	6	6	51,515	42,597	45,350	49,428	35,067	44,471	54,800
5613	930058	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	6	6	38,992	42,179	37,509	41,234	13,992	17,046	40,600
5601	937238	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	6	6	45,860	41,780	40,732	41,620	21,972	27,384	46,100
5615	930285	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	6	6	39,769	43,209	34,792	37,388	26,947	37,373	45,200
5203	935042	BOYNTON BEACH BLVD	Old Boynton Rd	High Ridge Rd	6	6	48,405	47,361	47,876	-	51,421	56,528	52,600
	930064	BOYNTON BEACH BLVD	High Ridge Rd	I-95	6	6			-	-	48,821	51,600	51,600
5301	935403	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	5	5	34,557	31,740	35,624	32,000	28,822	48,363	59,800
5807	935408	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	5	5	17,887	15,339	18,570	19,500	12,765	25,942	31,700
3829	937544	BUNKER RD	US 1	Parker Ave	2	2	7,041	-	2,900	4,600	722	732	2,900
2305	937349	BURNS RD	SR 811	Military Tr	4	4	22,681	18,214	18,461	16,900	17,453	19,960	21,100
2835	937350	BURNS RD	Sandalwood Ct	SR-811	4	4	20,527	18,244	18,096	17,300	11,353	12,918	19,700
2839	937351	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	4	4	7,122	8,918	9,032	8,900	5,907	6,811	9,900
6638	938550	BUTTS RD	Glades Rd	Town Center Rd	2	2	11,749	10,859	12,216	11,294	15,789	24,347	20,800
6627	938550	BUTTS RD	Military Tr	Glades Rd	2	2	10,082	8,743	9,085	9,698	15,789	24,347	17,600
6422	937157	CAIN BLVD	Glades Rd	W Kimberly Blvd	3	3	16,875	15,633	14,742	15,518	9,221	11,778	17,300
6426	937158	CAIN BLVD	W Kimberly Blvd	Yamato Rd	3	3	9,846	9,253	8,960	9,770	7,297	9,536	11,700
	6426a	CAIN BLVD	Yamato Rd	Boca Chase Dr	3	3			-	-	9,167	11,293	11,300
	937540	CAMINO DEL MAR	SW 18th St	Camino Real	2	2			-	-	4,942	5,871	5,900
6839	6839	CAMINO GARDENS BLVD	SW 9th Ave	SW Boca Raton Blvd	2	2	4,048	3,819	4,003	3,853	1,597	2,985	5,400
6619	937067	CAMINO REAL	Powerline Rd	Camino del Mar	4	4	11,873	10,288	10,748	13,036	9,119	17,266	20,400
6636	937218	CAMINO REAL	Camino del Mar	Military Tr	4	4	15,548	12,674	14,221	16,203	32,729	37,514	19,000
6311	937412	CAMINO REAL	Military Tr	12th Ave SW	4	4	17,192	14,853	16,510	17,874	6,761	9,938	19,700
6849	937412	CAMINO REAL	12th Ave SW	3rd Ave SW	4	4	14,052	13,312	14,275	14,022	6,761	9,938	17,500
6853	937412	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	4	4	21,519	22,924	22,542	19,422	6,761	9,938	25,700
6855	860490	CAMINO REAL	Old Dixie Hwy	US 1	4	4	17,110	15,158	20,413	17,452	35,583	43,804	28,600
6857	937597	CAMINO REAL	US 1	ICWW Bridge	4	4	14,090	14,055	15,076	13,700	8,269	11,229	18,000
6859	937597	CAMINO REAL	ICWW Bridge	A1A	2	2	7,429	8,875	9,562	8,351	8,269	11,229	13,000
	937519	CAMPUS DR	Rca Blvd	Gardens Parkway	2	2			-	-	2,797	4,225	4,200

## 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
5402	930031	SR-7	Flavor Pict Rd	Boynton Beach Blvd	4	4	27,483	22,402	23,191	26,985	31,409	52,899	44,700
5102	930716	SR-7	Boynton Beach Blvd	Hypoluxo Rd	6	6	32,692	24,669	27,687	29,795	37,618	65,569	55,600
4402	937242	SR-7	Hypoluxo Rd	Lantana Rd	6	6	31,171	28,880	31,450	35,927	39,604	62,147	54,000
4400	930753	SR-7	Lantana Rd	Lake Worth Rd	6	6	42,465	37,709	41,210	44,964	56,024	72,015	57,200
4406	937243	SR-7	Lake Worth Rd	Stribling Way	8	8T		53,939	65,398	66,899	66,602	81,026	79,600
4102	930721	SR-7	Stribling Way	Forest Hill Blvd	8	8T	51,821	43,846	49,645	55,559	61,629	80,009	68,000
3452	937241	SR-7	Forest Hill Blvd	Pioneer Rd	8	8T	55,024	54,731	58,868	65,204	56,526	76,840	80,000
3408	930037	SR-7	Pioneer Rd	Southern Blvd	8	8T	55,628	52,008	56,643	63,674	56,796	78,681	78,500
3406	930514	SR-7	Southern Blvd	Belvedere Rd	8	8T	59,099	47,669	51,645	52,881	48,293	69,506	74,300
3404	930034	SR-7	Belvedere Rd	Okeechobee Blvd	6	6T	47,176	36,000	38,417	41,440	27,827	48,785	59,400
3468	937259	SR-7	Okeechobee Blvd	60th St	2	4		13,661	17,803	20,034	17,983	39,682	39,300
	TPA014	SR-7	60th St	Northlake Blvd	0	4			-	-		13,308	13,300
7006	930003	SR-700	Muck City Rd	US-98 SR-700	2	2	1,966	591	1,833	1,500	3,551	4,281	2,600
7038	930004	SR-700	CR 717	Hatton Hwy	2	2	2,466	-	4,414	3,100	7,951	10,756	7,200
7004	935335	SR-700	Hatton Hwy	SR-80	2	2	2,923	-	4,071	3,100	7,763	10,630	6,900
1101	930687	SR-710	Martin County Line	Indiantown Rd	4	4	7,500	7,411	8,186	12,168	7,129	14,707	16,900
	930140	SR-710	Indiantown Rd	Moroso Speedway	4	4			-	-	5,392	9,668	9,700
1401	939140	SR-710	Moroso Speedway	Pratt-Whitney Rd	4	4	7,381	6,109	6,604	-	15,190	26,164	17,600
1411	930688	SR-710	Pratt-Whitney Rd	Caloosa	4	4	11,000	-	13,905	16,687	19,807	40,401	34,500
2109	930688	SR-710	Caloosa	N County Airport	4	4	11,000	-	14,160	18,838	19,807	40,401	34,800
2101	930688	SR-710	N County Airport	PGA Blvd	4	4	14,185	12,585	14,459	17,888	19,807	40,401	35,100
2403	930717	SR-710	PGA Blvd	Northlake Blvd	4	4	12,034	10,561	15,237	16,143	16,808	28,176	25,500
2419	930689	SR-710	Northlake Blvd	1 mi S of Northlake Blvd	4	6	24,000	22,948	21,969	27,414	16,808	28,256	33,400
	937400	SR-710	1 mi S of Northlake Blvd	Jog Rd	4	6			-	-	31,513	53,591	53,600
2209	937265	SR-710	Jog Rd	Blue Heron Blvd	4	6	25,248	25,414	25,909	34,690	34,779	52,420	43,600
2313	930747	SR-710	Blue Heron Blvd	Congress Ave	4	4	19,137	14,536	15,716	14,100	11,098	18,473	23,100
2841	937266	SR-710	Congress Ave	Australian Ave	4	4	19,555	17,322	17,857	16,900	16,401	27,179	29,600
2813	935287	SR-710	Australian Ave	Old Dixie Hwy	4	4	7,557	9,012	7,848	8,500	8,391	19,311	18,100
	930657	SR-715	SR-80	Glades Central HS	2	2			-	-	6,260	7,598	7,600
7026	930670	SR-715	Glades Central HS	Ave E	2	2	14,046	25,160	13,235	10,800	7,746	8,893	14,400
7028	930078	SR-715	Ave E	W Canal St	2	2	10,318	10,035	10,712	11,100	5,843	7,371	12,200
7042	930257	SR-715	W Canal St	Hooker Hwy	2	2	11,178	6,865	6,296	6,346	5,925	8,164	8,700
7014	930506	SR-715	Hooker Hwy	Wilder Rd	2	2	7,159	3,927	3,535	3,300	3,567	4,782	4,700
	930777	SR-715	Hooker Hwy	N/A	2	2			-	-	3,961	5,593	5,600
7019	930085	SR-717	SR-715	Main St	4	4	4,224	4,830	3,771	4,200	1,967	2,453	4,300
7021	935180	SR-717	Main St	MLK Bl	2	2	2,862	2,610	2,462	2,400	543	647	2,600
7010	930698	SR-729	E Main St SR-15, US-441	Muck City Rd CR-717	2	2	3,798	3,577	5,708	4,400	3,912	4,947	6,700
7029	930142	SR-80	US 27	SR-715	4	4	26,355	19,792	19,226	18,300	16,621	14,498	16,800
7025	930445	SR-80	SR-715	CR 827a	4	4	17,275	15,276	16,602	15,000	12,427	9,732	13,900
7036	930359	SR-80	CR 827a	Ave G	4	4	21,417	19,507	17,362	22,000	19,691	19,712	17,400

# **APPENDIX B**

## **TEST 2 ANALYSIS**



**TABLE 5**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PROPOSED DEVELOPMENT PLAN**  
**AM PEAK HOUR**

**TEST 2 - FIVE YEAR ANALYSIS**

**2 MILE RADIUS**

**TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 86**

**TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 49**

ROADWAY	FROM	TO	AM PEAK HOUR		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
BOYNTON BEACH BOULEVARD	SR 7	LYONS ROAD	35%	30	4D	II	1,870	1.61%	NO
BOYNTON BEACH BOULEVARD	LYONS ROAD	TURNPIKE	15%	13	6D	II	2,830	0.46%	NO
SR 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	30%	26	6D	UNI	5,650	0.46%	NO
SR 7	BOYNTON BEACH BOULEVARD	LEE ROAD	35%	30	4D	UNI	3,760	0.80%	NO
LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	10%	9	4D	II	1,870	0.46%	NO
LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	10%	9	2	II	860	1.00%	NO

**TABLE 6**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PROPOSED DEVELOPMENT PLAN**  
**PM PEAK HOUR**

**TEST 2 - FIVE YEAR ANALYSIS**

**2 MILE RADIUS**

**TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 43**

**TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 64**

ROADWAY	FROM	TO	PM PEAK HOUR		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
BOYNTON BEACH BOULEVARD	SR 7	LYONS ROAD	35%	22	4D	II	1,870	1.20%	NO
BOYNTON BEACH BOULEVARD	LYONS ROAD	TURNPIKE	15%	10	6D	II	2,830	0.34%	NO
SR 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	30%	19	6D	UNI	5,650	0.34%	NO
SR 7	BOYNTON BEACH BOULEVARD	LEE ROAD	35%	22	4D	UNI	3,760	0.60%	NO
LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	10%	6	4D	II	1,870	0.34%	NO
LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	10%	6	2	II	860	0.74%	NO