

Department of Engineering and Public Works

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"An Equal Opportunity Affirmative Action Employer" June 10, 2019

Robert F. Rennebaum, P.E. Simmons & White 2581 Metrocentre Blvd. West, Suite 3 West Palm Beach, FL 33407

RE: Lee's Landing PUD FLUA Amendment Policy 3.5-d Review Round 2020-A

Dear Ms. Lai:

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 7, 2019, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

West of Jog Road, north side of Pior	neer Road
00-42-43-27-05-013-0121 (others of	n file)
9.33 acres	
Current FLU	Proposed FLU
Low Residential, 1 dwelling unit per acre (LR-1)	Congregate Living Residential (CLR)/Low Residential, 1 dwelling unit per acre (LR-1)
Agricultural Residential (AR)	Residential Planned Unit Development (PUD)
1 du/acre	12 du/acre
Single Family Detached = 9 DUs	Assisted Living Facility = 268 Beds
N/A	N/A
607 (maximum – current)	
51 (32/19) AM, 70 (27/43) PM (max	ximum)
	West of Jog Road, north side of Pion 00-42-43-27-05-013-0121 (others of 9.33 acres Current FLU Low Residential, 1 dwelling unit per acre (LR-1) Agricultural Residential (AR) 1 du/acre Single Family Detached = 9 DUs N/A 607 (maximum – current) 51 (32/19) AM, 70 (27/43) PM (maximum



Robert F. Rennebaum, P.E. June 10, 2019 Page 2

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment <u>meets</u> Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the maximum potential density shown above. The proposed change will have an insignificant impact for both the long range and Test 2 analyses.

Please contact me at 561-684-4030 or email to <u>QBari@pbcgov.org</u> with any questions.

Sincerely,

Guyi Aswar Bari

Quazi Bari, P.E. Senior Professional Engineer - Traffic Division

QB:DS:je ec: Ky

Kyle Duncan – VP, Simmons and White, Inc. Dominique Simeus – Project Coordinator II, 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\20-A\Lee's Landing PUD.docx



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

LEE'S LANDING PUD 9.33 ACRE LUPA PALM BEACH COUNTY, FLORIDA

Prepared for:

Rinker Companies 225 Peruvian Avenue Palm Beach, Florida 33480

Job No. 18-139

Date: 10/04/2018 Revised: 04/04/2019 Revised: 05/29/2019 Revised: 06/07/2019 Robert F. Rennebaum, P.E. FL Reg. No. 41168

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1.0 SITE DATA

The subject parcel is located in the north side of Pioneer Road, west of Jog Road in Palm Beach County and contains approximately 9.33 acres. The Property Control Numbers (PCN) for the subject parcel are as follows:

00-42-43-27-05-013-0121 00-42-43-27-05-013-0123 00-42-43-27-05-013-0125

The property is currently designated as Low Residential, 1 dwelling unit per acre (LR-1) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 9.33 acre parcel's designation to Congregate Living Residential (CLR) 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 9.33 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 LR-1 future land use designation and the proposed LR-1 future land use designation:

LR-1

The most intensive land use for the existing LR-1 land use designation is single family homes. Based on a maximum density of 1 dwelling unit per acre and the site area consisting of 9.33 acres, the maximum allowable number of dwelling units for the designated acreage under the existing LR-1 land use designation is 9 dwelling units calculated as follows:

9.33 Acre x <u>1 Dwelling Unit</u> = 9 Dwelling Units Acre

Single Family Homes (9 Dwelling Units)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing LR-1 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for single family homes, the maximum traffic generation for the property under the existing LR-1 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation	Ξ	90 tpd
AM Peak Hour Traffic Generation (In/Out)	=	7 pht (2 In/5 Out)
PM Peak Hour Traffic Generation (In/Out)	=	10 pht (6 In/4 Out)

<u>CLR</u>

The most intensive land use for the proposed CLR land use designation is assisted living facility. Based on a maximum density of 12 dwelling units per acre, 2.39 beds per dwelling unit, and the site area consisting of 9.33 acres, the maximum allowable beds for the designated acreage under the proposed CLR land use designation is 268 beds calculated as follows:

9.33 Acre x <u>12 Dwelling Unit</u> x <u>2.39 Beds</u> = 268 Beds Acre Dwelling Unit

Assisted Living Facility (268 Beds)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CLR land use designation. Based on the maximum allowable beds and the accepted traffic generation rates for assisted living facility development, the maximum traffic generation for the property under the proposed CLR land use designation may be summarized as follows:

Daily Traffic Generation	=	697 tpd
AM Peak Hour Traffic Generation (In/Out)	=	51 pht (32 ln/19 Out)
PM Peak Hour Traffic Generation (In/Out)	=	70 pht (27 In/43 Out)

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

Daily Traffic Generation	=	607 tpd INCREASE
AM Peak Hour Traffic Generation	=	44 pht INCREASE
PM Peak Hour Traffic Generation	=	60 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 607 trips per day, the radius of influence is the directly accessed link for the Year 2040 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 60 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 CLR land use designation.

5.0 YEAR 2040 ANALYSIS

Table 4 (Appendix A) represents the required Year 2040 Analysis. The total anticipated Year 2040 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2040 requirements of the Palm Beach County Comprehensive Plan.

6.0 TEST 2 - FIVE YEAR ANALYSIS

Tables 5 and 6 (Appendix B) represent the required Test 2 Five Year Analysis. As shown in Tables 4 and 5, 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 CLR 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 CLR land use designation may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM Peak Hour = 32 / 19 PM Peak Hour = 27 / 43

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 re-evaluated 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 2040 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.

LEE'S LANDING PUD

10/04/18 Revised: 04/03/19 Revised: 05/29/19 Revised: 06/07/19

TABLE 1 EXISTING LR-1 FUTURE LAND USE DESIGNATION - 9 SINGLE FAMILY DWELLING UNITS

Daily Traffic Generation

	ITE			The second second second	Dir	Split	1.78	Inte	ernalization	State of the second second	Pass	-by	
Landuse	Code		Intensity	Rate/Equation	In	Out	Gross Trips	%	Total	External Trips	%	Trips	Net Trips
Single Family Detached	210	9	Dwelling Units	10			90		0	90	0%	0	90
D.			Grand Totals:				90	0.0%	0	90	0%	0	90

AM Peak Hour Traffic Generation

	ITE	and states	TEL YE DON	ST. C. S.	Dir	Split	G	ross T	rips	Inte	ernali	zation		Ext	ernal	Trips	Pass	-by		Net Tri	ps
Landuse	Code		Intensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	9	Dwelling Units	0.74	0.25	0.75	2	5	-7	0.0%	0	0	0	2	5	7	0%	0	2	5	7
			Grand Totals:				2	5	7	0.0%	0	0	0	2	5	7	0%	0	2	5	7

PM Peak Hour Traffic Generation

	ITE		The second second	and the second sec	Dir	Split	G	oss T	rips	Int	ernali	zation		Ext	ernal	Trips	Pass	-by		Net Tr	ips
Landuse	Code		Intensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	9	Dwelling Units	Ln(T) = 0.96 Ln(X) + 0.20	0.63	0.37	6	4	10	0.0%	0	0	0	6	4	10	0%	0	6	4	10
			Grand Totals:				6	4	10	0.0%	0	0	0	6	4	10	0%	0	6	4	10



LEE'S LANDING PUD

10/04/18 Revised: 04/03/19 Revised: 05/29/19 Revised: 06/07/19

TABLE 2PROPOSED CLR FUTURE LAND USE DESIGNATION - 268 BEDS

Daily Traffic Generation

	ITE		State in the last		Dir	Split		Inte	ernalization	and the state of the state of the	Pass	-by	
Landuse	Code	1	ntensity	Rate/Equation	In	Out	Gross Trips	%	Total	External Trips	%	Trips	Net Trips
Assisted Living Facility	254	268	Beds	2.6			697		0	697	0%	0	697
			Grand Totals:				697	0.0%	0	697	0%	0	697

AM Peak Hour Traffic Generation

the state of the state of the state	ITE		Contraction of the second		Dir	Split	Gr	oss T	rips	Inte	ernali	zation		Ext	ernal	Trips	Pass	-by	ł	let Tri	ps
Landuse	Code	1111220	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Assisted Living Facility	254	268	Beds	0.19	0.63	0.37	32	19	51	0.0%	0	0	0	32	19	51	0%	0	32	19	51
			Grand Totals:				32	19	51	0.0%	0	0	0	32	19	51	0%	0	32	19	51

PM Peak Hour Traffic Generation

	ITE				Dir	Split	G	oss T	rips	Inte	ernali	zation		Ext	ernal	Trips	Pass	-by	1	let Tri	ips
Landuse	Code	1	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Assisted Living Facility	254	268	Beds	0.26	0.38	0.62	27	43	70	0.0%	0	0	0	27	43	70	0%	0	27	43	70
			Grand Totals:				27	43	70	0.0%	0	0	0	27	43	70	0%	0	27	43	70



LEE'S LANDING PUD

10/04/18 Revised: 04/03/19 Revised: 05/29/19 Revised: 06/07/19

TABLE 3 TRAFFIC GENERATION INCREASE

		MA	PEAK HO	OUR	PM	PEAK HO	DUR
	DAILY	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	90	7	2	5	10	6	4
PROPOSED DEVELOPMENT =	697	51	32	19	70	27	43
INCREASE =	607	44	30	14	60	21	39





APPENDIX A

YEAR 2040 ANALYSIS

10/04/18 Revised: 04/03/19 Revised: 05/29/19 Revised: 06/07/19

LEE'S LANDING PUD

TABLE 4 (YEAR 2040) MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: LEE'S LANDING PUD EXISTING FUTURE LAND USE DESIGNATION: LR-1 TRIPS PER DAY = 90 PROPOSED FUTURE LAND USE DESIGNATION: CLR TRIPS PER DAY = 697 TRIP INCREASE = 607

ROADWAY	FROM	то	DISTRIBUTION	PROJECT TRAFFIC	LANES	LOS D CAPACITY		2040 PBC MPO TRAFFIC VOLUME**	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	40%	243	6D	50,300	0.48%	49,600	49,843	0.99	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	40%	243	6D	50,300	0.48%	49,600	49,843	0.99	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.



					Cost	Observed Observed Observed		Observed		
					Feasible	2005	2010	2015	2040 SERPM 6.5	2040 SERPM7+
Station	Roadway	From	То	Owner	Lanes	Counts	Counts	Counts	Adjusted Volume	Adjusted Volume
5648	JOG RD	Lake Ida Rd	Flavor Pict Rd	PBC	6D	28,463	23,771	24,867	38,000	25,100
5656	JOG RD	Flavor Pict Rd	Pipers Glen Blvd	PBC	6D	31,057	23,642	24,221	35,900	27,200
5640	JOG RD	Pipers Glen Blvd	Woolbright Rd	PBC	6D	30,603	23,794	25,487	34,400	26,400
5644	JOG RD	Woolbright Rd	Boynton Beach Blvd	PBC	6D	34,641	28,059	28,403	36,300	30,800
5200	JOG RD	Boynton Beach Blvd	Gateway Blvd	PBC	6D	37,603	32,795	33,181	41,000	39,900
4660	JOG RD	Gateway Blvd	Le Chalet Blvd	PBC	6D	38,805	34,962	37,759	44,300	40.900
4640	JOG RD	Le Chalet Blvd	Hypoluxo Rd	PBC	6D	40,540	36,577	41,103	44,700	43,200
4670	JOG RD	Hypoluxo Rd	Winston Trails BI	PBC	6D	38,636	33,040	35,642	45,400	40,800
4628	JOG RD	Winston Trails BI	Lantana Rd	PBC	6D	39,902	35,196	36,500	46,500	42,600
4612	JOG RD	Lantana Rd	Melaleuca Ln	PBC	6D	42,362	36,287	37,599	46,700	44,400
4634	JOG RD	Melaleuca Ln	Lake Worth Rd	PBC	6D	50,395	41,001	43,082	55,000	45,800
4616	JOG RD	Lake Worth Rd	10th Ave N	PBC	6D.	41,595	35,671	38,550	43,300	41,500
4204	JOG RD	10th Ave N	Forest Hill Blvd	PBC	6D	48,296	41,352	44,233	52,100	50,500
3650	JOG RD	Forest Hill Blvd	Summit Blvd	PBC	6D	49,007	40,108	39,544	60,000	50,600
3624	JOG RD	Summit Blvd	Southern Bivd	PBC	6D	38,464	36,794	36,684	53,000	49,600
3654	JOG RD	Southern Blvd	Belvedere Rd	PBC	6D	32,010	31,251	0	48,200	47.400
3220	JOG RD	Belvedere Rd	Tumpike Int	PBC	6D	26,334	24,994	25,922	43,600	37,300
3104	JOG RD	Tumpike Int	Okeechobee Blvd	PBC	6D	N/A	27,438	29,044	41,100	42,300
3458	JOG RD	Okeechobee BI	Roebuck Rd	PBC	4D	25,482	24,731	26,728	27,000	29,800
	JOG RD	Roebuck Rd	45th St	PBC	4	N/A	N/A	0	24,000	9,500
2414	JOG RD	45th St	Beeline Hwy	PBC	2	N/A	5,060	6,707	8,100	9,200
2416	JOG RD	Beeline Hwy	Turnpike Int	PBC	4D	N/A	11.310	14,963	18,400	20,300
	JOG RD	Turnpike Int	PGA Blvd	PBC	4D	N/A	N/A	0	17,700	18,100
2107	JOG RD	PGA Blvd	Hood Rd	PBC	2	N/A	9,290	10,721	3,500	11,100
2106	JOG RD	Hood Rd	Donald Ross Rd	PBC	2	N/A	1,774	3,961	5,400	2.800
6420	JUDGE WINIKOFF RD	Sandpoint Ter	SR 7	PBC	4D	10.553	9,846	10,464	8,200	12,100
1404	JUPITER FARMS RD	Indiantown Rd	South of Indiantown Rd	PBC	2	10,932	10,079	10,366	12.200	12,700
6417	KIMBERLY BLVD	SR-7	Lyons Rd	PBC	4D	7,469	6,423	6,170	8,600	8,200
4652	KIRK RD	Melaleuca Ln	Lake Worth Rd	PBC	2	8,586	7,111	6,791	10,900	10,000
4630	KIRK RD	Lake Worth Rd	10th Ave N	PBC	2	10,197	8,099	9,240	13,600	13,900
4664	KIRK RD	10th Ave N	Purdy Ln	PBC	2	13,660	11,348	12,213	16,100	16,200
4208	KIRK RD	Purdy Ln	Forest Hill Blvd	PBC	5	18,583	16,626	16,029	21,700	24,800
3656	KIRK RD	Forest Hill Blvd	Summit Blvd	PBC	2	10.851	9,724	9,611	13,400	13,400
3662	KIRK RD	Summit Blvd	Gun Club Rd	PBC	2	8,260	9,663	10,675	11,300	13,000
3614	KIRK RD	Gun Club Rd	Southern Blvd	PBC	4D	6,871	8,443	10,020	25.600	13,500
2617	KYOTO GARDENS DR	Military Tr	Alt A1A/SR 811	PBC	4D	N/A	N/A	8,924	4.600	9,600
2843	KYOTO GARDENS DR	Alt A1A/SR 811	Lake Victoria Gardens Ave	PBC	4D	N/A	N/A	6,661	6,600	14.400
3904	LAKE AVE	Bunker Rd	Forest Hill Blvd	WPB	2	1,560	N/A	0	2,200	300
3898	LAKE AVE	Southern Blvd	Bunker Rd	WPB	2	3,830	N/A	0	5.500	3,700
3874	LAKE AVE	Belvedere Rd	Southern Blvd	WPB	2	5,304	N/A	0	6,400	6,600
3858	LAKE AVE	Park Pl	Belvedere Rd	WPB	2	1.134	N/A	0	1,600	4,100
5649	LAKE IDA RD	Hagen Ranch Rd	Jog Rd	PBC	2	12,238	7,591	7,536	17,200	10,000
5653	LAKE IDA RD	Jog Rd	El Clair Ranch Rd	PBC	2	12,383	10,168	10,969	14,800	13,400
5651	LAKE IDA RD	El Clair Ranch Rd	Military Tr	PBC	2	13,228	11,590	11,682	17,100	15,600
5623	LAKE IDA RD	Military Tr	Barwick Rd	PBC	4D	20,410	18,255	19,827	25,700	23,500
5605	LAKE IDA RD	Barwick Rd	Congress Ave	PBC	4D	29,688	27,179	28,271	37,200	31,700
5307	LAKE IDA RD	Congress Ave	Swinton Ave	PBC	4D	19,839	21,306	21,542	28,100	27,500
3445	LAKE WORTH RD	South Shore Blvd	120th Av	PBC	2	15,873	12,544	12,221	17,200	15,700

APPENDIX B

TEST 2 ANALYSIS

TABLE 5 TEST 2 - PROJECT SIGNIFICANCE CALCULATION AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS 1 MILE RADIUS OF INFLUENCE TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 32 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 19

12113				A	PEAK HOUR				TOTAL	
STATION	ROADWAY	FROM	то	PROJECT DISTRIBUTION	PROJECT	EXISTING LANES	CLASS	LOS E STANDARD	PROJECT	PROJECT
3223 3643	SOUTHERN BOULEVARD SOUTHERN BOULEVARD	FLORIDA TURNPIKE JOG ROAD	JOG ROAD HAVERHILL ROAD	10% 15%	3 5	8D 8D	 	3,780 3,780	0.08% 0.13%	NO NO
3649 3651	GUN CLUB ROAD GUN CLUB ROAD	JOG ROAD HAVERHILL ROAD	HAVERHILL ROAD MILITARY TRAIL	20% 15%	6 5	2 5	11 11	860 1,870	0.74% 0.26%	NO NO
3657	SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	10%	3	4D	Ш	1,870	0.17%	NO
3654 3624 3624 3650	JOG ROAD JOG ROAD JOG ROAD JOG ROAD	BELVEDERE ROAD SOUTHERN BOULEVARD GUN CLUB ROAD SUMMIT BOULEVARD	SOUTHERN BOULEVARD GUN CLUB ROAD SUMMIT BOULEVARD FOREST HILL BOULEVARD	15% 40% 40% 30%	5 13 13 10	6D 6D 6D 6D	11 31 71	2,830 2,830 2,830 2,830 2,830	0.17% 0.45% 0.45% 0.34%	NO NO NO



TABLE 6 TEST 2 - PROJECT SIGNIFICANCE CALCULATION PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS 1 MILE RADIUS OF INFLUENCE TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 27 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 43

1.50-553		S. Transferration	PM PEAK HOUR							
STATION	ROADWAY	FROM	то	PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	PROJECT IMPACT	PROJECT SIGNIFICANT
3223 3643	SOUTHERN BOULEVARD SOUTHERN BOULEVARD	FLORIDA TURNPIKE JOG ROAD	JOG ROAD HAVERHILL ROAD	10% 15%	4 6	8D 8D	11	3,780 3,780	0.11% 0.17%	NO NO
3649 3651	GUN CLUB ROAD GUN CLUB ROAD	JOG ROAD HAVERHILL ROAD	HAVERHILL ROAD MILITARY TRAIL	20% 15%	9 6	2 5	 †	860 1,870	1.00% 0.34%	NO NO
3657	SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	10%	4	4D	11	1,870	0.23%	NO
3654 3624 3624 3650	JOG ROAD JOG ROAD JOG ROAD JOG ROAD	BELVEDERE ROAD SOUTHERN BOULEVARD GUN CLUB ROAD SUMMIT BOULEVARD	SOUTHERN BOULEVARD GUN CLUB ROAD SUMMIT BOULEVARD FOREST HILL BOULEVARD	15% 40% 40% 30%	6 17 17 13	6D 6D 6D 6D	11 11 11	2,830 2,830 2,830 2,830 2,830	0.23% 0.61% 0.61% 0.46%	NO NO NO

