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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION

TRAFFIC STATEMENT

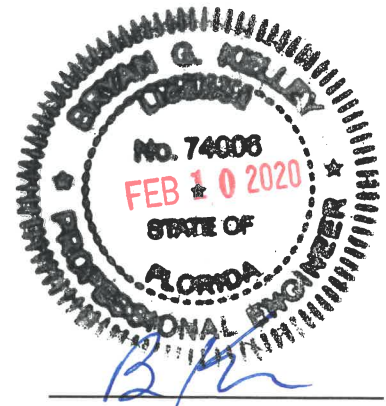
R80 PUD
11.46 ACRE LUPA
PALM BEACH COUNTY, FLORIDA

Prepared for:

AHS Residential
12895 SW 132nd Street
Suite 202
Miami, Florida 33186

Job No. 19-036

Date: April 4, 2019
Revised: June 7, 2019
Revised: February 10, 2020



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

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1.0 SITE DATA

The subject parcel is located on the northeast corner of 1st Street and Southern Boulevard (westbound exit ramp to Jog Road) in Palm Beach County, Florida and contains approximately 11.46 acres. The Property Control Numbers (PCN) for the subject parcel are as follows:

00-42-43-27-05-005-1620	00-42-43-27-05-005-1630
00-42-43-27-05-005-1710	00-42-43-27-05-005-2250
00-42-43-27-05-005-1600	00-42-43-27-05-005-1590
00-42-43-27-05-005-1591	00-42-43-27-05-005-1640
00-42-43-27-05-005-2240	00-42-43-27-05-005-1611
00-42-43-27-05-005-0420	

The subject property is currently designated as Medium Residential, 5 dwelling units per acre (MR-5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to High Residential, 12 dwelling units per acre (HR-12). 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 11.46 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 MR-5 future land use designation and the proposed HR-12 future land use designation:

MR-5

The most intensive land use under the existing MR-5 land use designation is "Single Family Residential". Based on 5 dwelling units per acre and the site area consisting of 11.46 acres, the maximum allowable intensity for the designated acreage under the existing MR-5 land use designation is 57 single family dwelling units calculated as follows:

$$11.46 \text{ Acre} \times \frac{5 \text{ Dwelling Units}}{\text{Acre}} = 57 \text{ Dwelling Units}$$

Single Family Residential (57 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 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, 10th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for single family residential development, the maximum traffic generation for the property

under the existing MR-5 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation = 570 tpd
AM Peak Hour Traffic Generation (In/Out) = 42 pht (11 In/31 Out)
PM Peak Hour Traffic Generation (In/Out) = 59 pht (37 In/22 Out)

HR-12

The most intensive land use for the proposed HR-12 land use designation is "Multifamily Apartment". Based on 12 dwelling units per acre and the site area consisting of 11.46 acres, the maximum allowable intensity for the designated acreage under the proposed HR-12 land use designation is 137 dwelling units calculated as follows:

$$11.46 \text{ Acre} \times \frac{12 \text{ Dwelling Units}}{\text{Acre}} = 137 \text{ Dwelling Units}$$

Multifamily Apartment (132 dwelling units)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed HR-12 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 HR-12 land use designation may be summarized as follows:

Daily Traffic Generation = 745 tpd
AM Peak Hour Traffic Generation (In/Out) = 49 pht (13 In/36 Out)
PM Peak Hour Traffic Generation (In/Out) = 60 pht (37 In/23 Out)

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

Daily Traffic Generation = 175 tpd INCREASE
AM Peak Hour Traffic Generation = 7 pht INCREASE
PM Peak Hour Traffic Generation = 1 pht INCREASE

The above information is shown for informational purposes only. However, Table 4 calculates the traffic generation for a more realistic estimate of the anticipated uses and intensities and to vest peak hour trips for the subject site. The proposed development plan is to consist of 288 units of Multifamily dwelling units by utilizing density bonuses. The traffic generation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Proposed Plan of Development

Daily Traffic Generation = 1,567 tpd
AM Peak Hour Traffic Generation (In/Out) = 104 pht (27 In/77 Out)
PM Peak Hour Traffic Generation (In/Out) = 127 pht (77 In/50 Out)

For the purposes of the traffic analysis within the traffic study, the proposed plan of development has been utilized to be conservative. The difference in daily trips between the proposed plan of development and the existing future land use designation is 997 trips.

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 977 trips per day, the radius of influence shall be one mile 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 127 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed HR-12 land use designation.

5.0 YEAR 2040 ANALYSIS

Table 5 represents the required Year 2040 Analysis. As shown in Table 5, the proposed project will have an insignificant impact on the surrounding roadway network. 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 6 and 7 represent the required Test 2 Five Year Analysis. As shown in Tables 6 and 7, 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 HR-12 land use designation have been calculated in Table 4 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 HR-12 land use designation may be summarized as follows:

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

AM Peak Hour = 27 / 77
PM Peak Hour = 77 / 50

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 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 127 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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 REVISED 06/06/2019
 REVISED 02/06/2020

TABLE 1
EXISTING MR-5 FUTURE LAND USE DESIGNATION - 57 DWELLING UNITS

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Single Family Detached	210	57	Dwelling Units	10	570	0	570	0%	570
Grand Totals:					570	0.0%	0	0%	0

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Single Family Detached	210	57	Dwelling Units	0.74	11 31 42	0.0% 0 0 0	11 31 42	0%	11 31 42
Grand Totals:					11 31 42	0.0% 0 0 0	11 31 42	0%	11 31 42

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Single Family Detached	210	57	Dwelling Units	$\ln(T) = 0.96 \ln(X) + 0.20$	37 22 59	0.0% 0 0 0	37 22 59	0%	37 22 59
Grand Totals:					37 22 59	0.0% 0 0 0	37 22 59	0%	37 22 59

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TABLE 2
PROPOSED HR-12 FUTURE LAND USE DESIGNATION - 132 DWELLING UNITS

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In	Out	Gross Trips	Internalization %	Total	External Trips	Pass-by %	Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	137	Dwelling Units	5.44		745		0	745	0%	0	745
Grand Totals:						745	0.0%	0	745	0%	0	745

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In	Out	Gross Trips In Out Total	Internalization %	In	Out	Total	External Trips In Out Total	Pass-by %	Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	137	Dwelling Units	0.36	0.26 0.74	13 36 49	0.0%	0	0	0	13 36 49	0%	0	13 36 49
Grand Totals:						13 36 49	0.0%	0	0	0	13 36 49	0%	0	13 36 49

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In	Out	Gross Trips In Out Total	Internalization %	In	Out	Total	External Trips In Out Total	Pass-by %	Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	137	Dwelling Units	0.44	0.61 0.39	37 23 60	0.0%	0	0	0	37 23 60	0%	0	37 23 60
Grand Totals:						37 23 60	0.0%	0	0	0	37 23 60	0%	0	37 23 60

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REVISED 02/06/2020

TABLE 3
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	570	42	11	31	59	37	22
PROPOSED DEVELOPMENT =	745	49	13	36	60	37	23
INCREASE =	175	7	2	5	1	0	1

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TABLE 4
PROPOSED DEVELOPMENT PLAN

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	294	Dwelling Units	5.44		1,599		0	1,599
Grand Totals:					1,599	0.0%	0	1,599	0%

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
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	294	Dwelling Units	0.36	0.26	0.74	28	78	106	0.0%	0	0	0	28	78	106	0%	0	28	78	106
			Grand Totals:				28	78	106	0.0%	0	0	0	28	78	106	0%	0	28	78	106

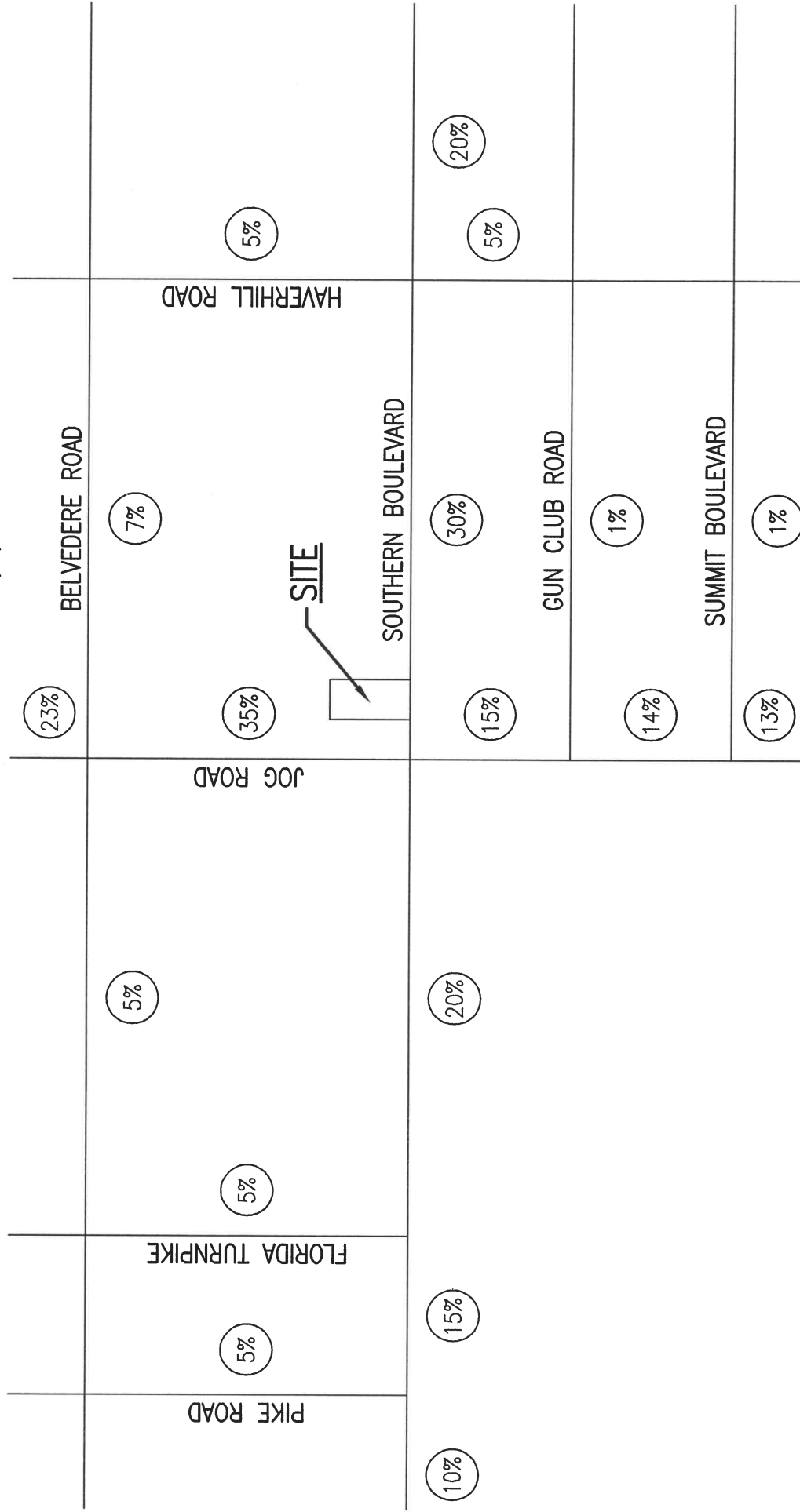
PM Peak Hour Traffic Generation

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
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	294	Dwelling Units	0.44	0.61	0.39	79	50	129	0.0%	0	0	0	79	50	129	0%	0	79	50	129
			Grand Totals:				79	50	129	0.0%	0	0	0	79	50	129	0%	0	79	50	129



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PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

R80 RESIDENTIAL PUD

19-036B BK 07-02-19
 REVISED: 01-27-20

APPENDIX A

YEAR 2040 ANALYSIS

R80 PUD

04/04/2019
 REVISED 06/06/2019
 REVISED 02/06/2020

TABLE 5
 (YEAR 2040)
 MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: R80 PUD
 EXISTING FUTURE LAND USE DESIGNATION: MR-5
 TRIPS PER DAY = 570
 PROPOSED FUTURE LAND USE DESIGNATION: HR-12
 TRIPS PER DAY = 1,599
 TRIP INCREASE = 1,029

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	20%	206	8D	67,300	0.31%	75,500	75,706	1.12	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	30%	309	8D	67,300	0.46%	75,600	75,909	1.13	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	35%	360	6D	50,300	0.72%	47,400	47,760	0.95	NO
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	15%	154	6D	50,300	0.31%	49,600	49,754	0.99	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	14%	144	6D	50,300	0.29%	49,600	49,744	0.99	NO
GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	1%	10	2	15,200	0.07%	7,200	7,210	0.47	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.

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
1102	FLORIDA TURNPIKE	Indiantown Rd	Martin County Line	FDOT	4X	33,269	N/A	0	66,900	81,500
3438	FOLSOM RD	Crestwood Blvd	Okeechobee Bl	PBC	2	4,989	4,492	4,684	5,900	6,500
3402	FOREST HILL BLVD	Southern Blvd	Wellington Trace	WEL	6D	39,091	34,180	35,877	52,100	41,100
3430	FOREST HILL BLVD	Wellington Trc	South Shore Blvd	WEL	4D	36,110	28,360	28,571	42,100	31,800
3407	FOREST HILL BLVD	South Shore Blvd	SR 7	WEL	6D	57,143	45,720	47,835	59,400	49,800
3423	FOREST HILL BLVD	SR-7	Lyons Rd	FDOT	6D	45,075	34,174	37,209	51,600	43,400
3221	FOREST HILL BLVD	Lyons Rd	Pinehurst Dr	FDOT	6D	45,428	34,503	36,125	51,100	47,000
3666	FOREST HILL BLVD	Pinehurst Dr	Jog Rd	FDOT	6D	52,443	40,490	42,563	58,200	53,300
3636	FOREST HILL BLVD	Jog Rd	Sherwood Forest Blvd	FDOT	6D	46,699	38,014	37,786	50,900	43,200
3687	FOREST HILL BLVD	Sherwood Forest Blvd	Haverhill Rd	FDOT	6D	45,119	39,543	41,136	48,800	49,500
3625	FOREST HILL BLVD	Haverhill Rd	Military Tr	FDOT	6D	47,087	40,932	43,254	52,200	49,200
3627	FOREST HILL BLVD	Military Tr	Kirk Rd	FDOT	6D	49,154	47,216	41,933	52,800	54,200
3629	FOREST HILL BLVD	Kirk Rd	Congress Ave	FDOT	6D	48,676	46,688	42,266	57,900	56,000
3219	FOREST HILL BLVD	Congress Ave	I-95	FDOT	6D	44,735	43,416	43,813	56,900	51,400
3317	FOREST HILL BLVD	I-95	Parker Ave	FDOT	5	27,803	26,498	27,796	30,700	30,600
3831	FOREST HILL BLVD	Parker Ave	Dixie Hwy	FDOT	5	22,693	17,470	19,467	23,000	21,400
3841	FOREST HILL BLVD	Dixie Hwy	Olive Ave	FDOT	5	6,517	5,100	5,338	7,200	5,700
1217	FREDERICK SMALL RD	Centrl Blvd	Military Tr	PBC	4D	7,600	8,223	8,119	13,400	9,400
1215	FREDERICK SMALL RD	Military Tr	Alt A1A	PBC	2	9,569	9,622	9,724	15,900	11,600
4663	GATEWAY BLVD	Hagen Ranch Rd	Jog Rd	PBC	2	7,102	6,040	6,372	9,400	6,800
4659	GATEWAY BLVD	Jog Rd	Military Tr	PBC	4D	18,312	16,243	17,274	24,900	21,300
4649	GATEWAY BLVD	Military Tr	Lawrence Rd	PBC	6D	25,969	22,097	23,948	30,200	27,800
4625	GATEWAY BLVD	Lawrence Rd	Congress Ave	PBC	6D	33,304	28,728	31,071	43,900	32,700
4667	GATEWAY BLVD	Congress Ave	High Ridge Rd	BB	6D	40,166	34,623	36,655	52,800	40,300
4213	GATEWAY BLVD	High Ridge Rd	I-95	BB	6D	41,163	43,387	48,114	64,500	52,100
4315	GATEWAY BLVD	I-95	Seacrest Blvd	BB	6D	26,276	24,970	26,287	33,600	32,500
5803	GEORGE BUSH BLVD	SR A1A	US-1	FDOT	2	7,786	6,955	8,555	8,100	7,500
3906	GEORGIA AVE	Bunker Rd	Forest Hill Blvd	WPB	2	6,118	N/A	0	6,200	500
3900	GEORGIA AVE	Southern Blvd	Bunker Rd	WPB	2	6,939	N/A	0	7,300	1,500
3876	GEORGIA AVE	Belvedere Rd	Southern Blvd	WPB	2	6,827	N/A	0	8,400	3,600
3860	GEORGIA AVE	Park Pl	Belvedere Rd	WPB	2	1,150	N/A	0	1,900	2,100
3844	GEORGIA AVE	Banyan Blvd	Lakeview Ave	WPB	2	4,474	N/A	0	5,000	1,600
6429	GLADES RD	Palmetto Park Rd	Cain Blvd	PBC	4D	7,468	7,000	7,761	9,100	7,900
6411	GLADES RD	Cain Blvd	SR-7	PBC	4D	30,928	28,405	29,424	36,900	30,200
6415	GLADES RD	SR-7	Lyons Rd	FDOT	6D	46,600	39,924	40,196	48,500	41,800
6413	GLADES RD	Lyons Rd	Boca Rio Rd	FDOT	6D	50,638	46,740	45,717	58,900	57,100
6101	GLADES RD	Boca Rio Rd	Turnpike Entrance	FDOT	6D	60,318	49,860	51,697	68,000	59,900
6205	GLADES RD	Turnpike Entrance	Jog/Powerline Rd	FDOT	6D	65,077	57,111	0	75,400	67,700
6615	GLADES RD	Jog/Powerline Rd	St. Andrews Blvd	FDOT	6D	56,754	52,005	55,321	61,100	61,100
6207	GLADES RD	St. Andrews Blvd	I-95	FDOT	6D	69,770	68,346	63,102	75,300	90,000
6307	GLADES RD	I-95	Perimeter Rd	FDOT	6D	69,258	73,921	59,051	68,000	80,700
6821	GLADES RD	Perimeter Rd	FAU Entrance(10th Ave NW)	FDOT	6D	70,373	61,909	43,874	69,100	69,800
6831	GLADES RD	FAU Entrance(10th Ave NW)	Boca Raton Blvd	FDOT	6D	40,979	40,520	43,129	46,200	48,300
6833	GLADES RD	Boca Raton Blvd	Old Dixie Hwy	FDOT	6D	31,340	30,826	31,207	33,000	36,600
6837	GLADES RD	Old Dixie Hwy	US-1 (Federal Hwy)	FDOT	6D	21,142	18,587	25,998	21,200	19,300
3432	GREENVIEW SHORES	Wellington Trc	South Shore Blvd	WEL	4D	21,269	16,060	18,665	30,000	23,000
3649	GUN CLUB RD	Jog Rd	Haverhill Rd	PBC	2	6,740	4,227	3,918	6,600	7,200
3651	GUN CLUB RD	Haverhill Rd	Military Tr	PBC	5	16,087	11,857	9,719	17,800	16,000



Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed Counts 2005	Observed Counts 2010	Observed Counts 2015	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ 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 Bl	PBC	6D	38,636	33,040	35,642	45,400	40,800
4628	JOG RD	Winston Trails Bl	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 Blvd	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	Turnpike Int	PBC	6D	26,334	24,994	25,922	43,600	37,300
3104	JOG RD	Turnpike Int	Okeechobee Blvd	PBC	6D	N/A	27,438	29,044	41,100	42,300
3458	JOG RD	Okeechobee Bl	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	9,563	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	4,500	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	5,600
3858	LAKE AVE	Park Pl	Belvedere Rd	WPB	2	1,134	N/A	0	1,600	4,100
5649	LAKE IDA RD	Hegen 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	11,882	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

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Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2015 Counts	Observed Counts	Observed Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	FDOT	6D	45,352	53,158	55,995	73,800	72,000
3405	SOUTHERN BLVD	Royal Palm Beach Blvd	Lamstein Ln	FDOT	8D	48,779	N/A	0	82,500	83,400
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	FDOT	8D	51,263	65,897	74,163	86,900	81,700
3415	SOUTHERN BLVD	Sansbury's Way	Pike Rd	FDOT	8D	38,854	61,147	68,835	75,700	87,700
3105	SOUTHERN BLVD	Pike Rd	Fia Turnpike Entrance	FDOT	8D	43,644	62,010	64,009	88,700	78,600
3223	SOUTHERN BLVD	Fia Turnpike Entrance	Jog Rd	FDOT	8D	45,951	56,749	0	80,800	72,900
3643	SOUTHERN BLVD	Jog Rd	Haverhill Rd	FDOT	8D	38,180	56,858	65,967	75,800	75,500
3635	SOUTHERN BLVD	Haverhill Rd	Military Tr	FDOT	8D	32,658	61,432	69,801	39,300	75,600
3637	SOUTHERN BLVD	Military Tr	Kirk Rd	FDOT	8D	30,884	64,446	77,359	39,600	82,100
3673	SOUTHERN BLVD	Kirk Rd	Congress Ave	FDOT	8D	26,961	67,701	68,672	52,600	86,300
3639	SOUTHERN BLVD	Congress Ave SB	Congress Ave NB	FDOT	8D	33,449	58,752	65,258	56,700	73,700
3217	SOUTHERN BLVD	Congress Ave NB	Gem Lake	FDOT	8D	53,584	N/A	0	67,300	29,500
3313	SOUTHERN BLVD	I-95	Parker Ave	FDOT	8D	31,292	51,969	58,703	52,200	68,700
3823	SOUTHERN BLVD	Parker Ave	Dixie Hwy	FDOT	8D	30,197	30,776	34,484	38,100	34,600
3825	SOUTHERN BLVD	Dixie Hwy	Flagler Dr	FDOT	5	22,160	22,301	25,426	25,900	21,300
6605	SPANISH RIVER BLVD	Flagler Dr	Ocean Blvd	FDOT	2	13,377	11,595	17,152	17,100	11,100
6305	SPANISH RIVER BLVD	Military Tr	IBM Access	BR	4	14,504	12,830	14,411	15,800	10,100
6811	SPANISH RIVER BLVD	IBM Access	Perimeter Rd	BR	4	24,618	22,574	29,285	27,100	26,700
6813	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy	BR	4D	22,776	23,173	27,823	20,700	25,300
6801	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy	BR	4D	21,491	19,254	22,555	33,900	24,100
7013	SR-15	Federal Hwy	Ocean Blvd	BR	4D	16,980	15,945	18,750	20,700	18,300
7012	SR-15	State Market Rd SR-729	Section 20 Rd	FDOT	2	18,419	18,762	19,154	23,000	21,200
7009	SR-15	McClure Rd	State Market Rd SR-729	FDOT	2	8,040	11,523	9,295	11,600	14,300
7008	SR-15	W Main St	McClure Rd	FDOT	2	7,300	6,866	6,395	9,600	7,900
7007	SR-15	W Main St	N State Market Rd SR-729	FDOT	2	4,113	3,651	3,501	4,100	4,300
7005	SR-15	Old Connors Hwy	Muck City Rd SR-700	FDOT	2	6,149	3,530	2,983	6,300	4,100
6110	SR-7	Broward County Line	SW 18 St	FDOT	2	6,379	5,289	5,061	7,000	6,200
6414	SR-7	SW 18 St	Palmetto Park Rd	FDOT	6D	5,270	4,352	4,559	6,800	5,100
6400	SR-7	Palmetto Park Rd	Glades Rd	FDOT	6D	51,123	51,995	51,985	62,100	62,300
6402	SR-7	Glades Rd	Yamato Rd	FDOT	6D	53,733	48,959	52,909	60,200	57,100
6412	SR-7	Yamato Rd	Clint Moore Rd	FDOT	6D	58,692	58,187	57,771	64,500	67,100
6102	SR-7	Clint Moore Rd	Winner's Cir	FDOT	6D	51,532	44,141	45,141	52,700	55,300
5404	SR-7	Winner's Cir	W Atlantic Ave	FDOT	6D	37,804	31,986	36,321	58,800	43,600
5400	SR-7	W Atlantic Ave	Lee Rd	FDOT	4D	32,366	30,642	28,306	55,900	45,800
5402	SR-7	Lee Rd	Boynton Beach Blvd	FDOT	4D	28,073	23,965	27,414	52,600	43,000
5102	SR-7	Boynton Beach Blvd	Hypoluxo Rd	FDOT	4D	25,797	21,746	24,509	48,800	37,000
4402	SR-7	Hypoluxo Rd	Lantana Rd	FDOT	6D	27,483	22,402	23,191	49,600	37,600
4406	SR-7	Lantana Rd	Lake Worth Rd	FDOT	6D	32,692	26,203	27,687	56,600	41,300
4102	SR-7	Lake Worth Rd	Stribling Way	FDOT	6D	31,171	28,880	31,450	57,400	38,800
3452	SR-7	Stribling Way	Forest Hill Blvd	FDOT	8D	42,465	40,402	41,210	67,900	55,800
3408	SR-7	Forest Hill Blvd	Pioneer Rd	FDOT	8D	N/A	53,939	65,398	60,900	54,700
3406	SR-7	Pioneer Rd	Southern Blvd	FDOT	8D	51,821	43,846	49,645	72,900	66,400
3404	SR-7	Southern Blvd	Belvedere Rd	FDOT	8D	55,024	54,731	58,868	83,700	64,100
3468	SR-7	Belvedere Rd	Okeechobee Blvd	FDOT	8D	55,628	52,008	56,643	84,100	64,600
		Okeechobee Blvd	Orange Grove Blvd	FDOT	8D	59,099	50,065	51,645	77,600	64,600
				PRC	4	47,176	36,000	38,417	57,400	51,200
						N/A	13,661	17,803	27,600	28,500

APPENDIX B

TEST 2 ANALYSIS

TABLE 6
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 (ENT28)

TOTAL AM PEAK HOUR PROJECT TRIPS (EXI 78)

ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	PIKE ROAD	10%	8	8D	II	3,780	0.21%	NO
SOUTHERN BOULEVARD	PIKE ROAD	FLORIDA TURNPIKE	15%	12	8D	II	3,780	0.31%	NO
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	20%	16	8D	I	3,940	0.40%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	30%	23	8D	I	3,940	0.59%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	20%	16	8D	I	3,940	0.40%	NO
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	15%	12	8D	I	3,940	0.30%	NO
JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	23%	18	6D	II	2,830	0.63%	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	35%	27	6D	II	2,830	0.96%	NO
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	15%	12	6D	II	2,830	0.41%	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	14%	11	6D	I	2,940	0.37%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	13%	10	6D	II	2,680	0.38%	NO
GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	1%	1	2	I	880	0.09%	NO
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	5%	4	6D	II	2,830	0.14%	NO
BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	7%	5	4D	I	1,960	0.28%	NO
PIKE ROAD	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	5%	4	4	II	1,780	0.22%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	4	5	II	1,780	0.22%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	5%	4	5	II	1,780	0.22%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	1%	1	4D	I	1,960	0.04%	NO

TABLE 7
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 (ENT79)

TOTAL PM PEAK HOUR PROJECT TRIPS (EXI' 50)

ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	PIKE ROAD	10%	8	8D	II	3,780	0.21%	NO
SOUTHERN BOULEVARD	PIKE ROAD	FLORIDA TURNPIKE	15%	12	8D	II	3,780	0.31%	NO
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	20%	16	8D	I	3,940	0.40%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	30%	24	8D	I	3,940	0.60%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	20%	16	8D	I	3,940	0.40%	NO
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	15%	12	8D	I	3,940	0.30%	NO
JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	23%	18	6D	II	2,830	0.64%	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	35%	28	6D	II	2,830	0.98%	NO
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	15%	12	6D	II	2,830	0.42%	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	14%	11	6D	I	2,940	0.38%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	13%	10	6D	II	2,680	0.38%	NO
GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	1%	1	2	I	880	0.09%	NO
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	5%	4	6D	II	2,830	0.14%	NO
BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	7%	6	4D	I	1,960	0.28%	NO
PIKE ROAD	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	5%	4	4	II	1,780	0.22%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	4	5	II	1,780	0.22%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	5%	4	5	II	1,780	0.22%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	1%	1	4D	I	1,960	0.04%	NO