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Certificate of Authorization Number 3452



TRAFFIC GENERATION STATEMENT

INDIAN TRAILS GROVE CIVIC SITE 1
5.16 ACRES – FIRE/POLICE SUBSTATION
PALM BEACH COUNTY, FLORIDA

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

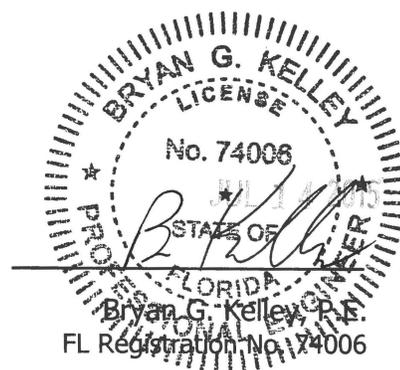


TABLE OF CONTENTS

1.0	SITE DATA	2
2.0	TRAFFIC GENERATION	3
3.0	SITE RELATED IMPROVEMENTS	3
4.0	CONCLUSION	3

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 1 dedication consisting of 5.16 acres. Civic Site 1 is being dedicated for a potential fire/police substation. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection to 180th Avenue North. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

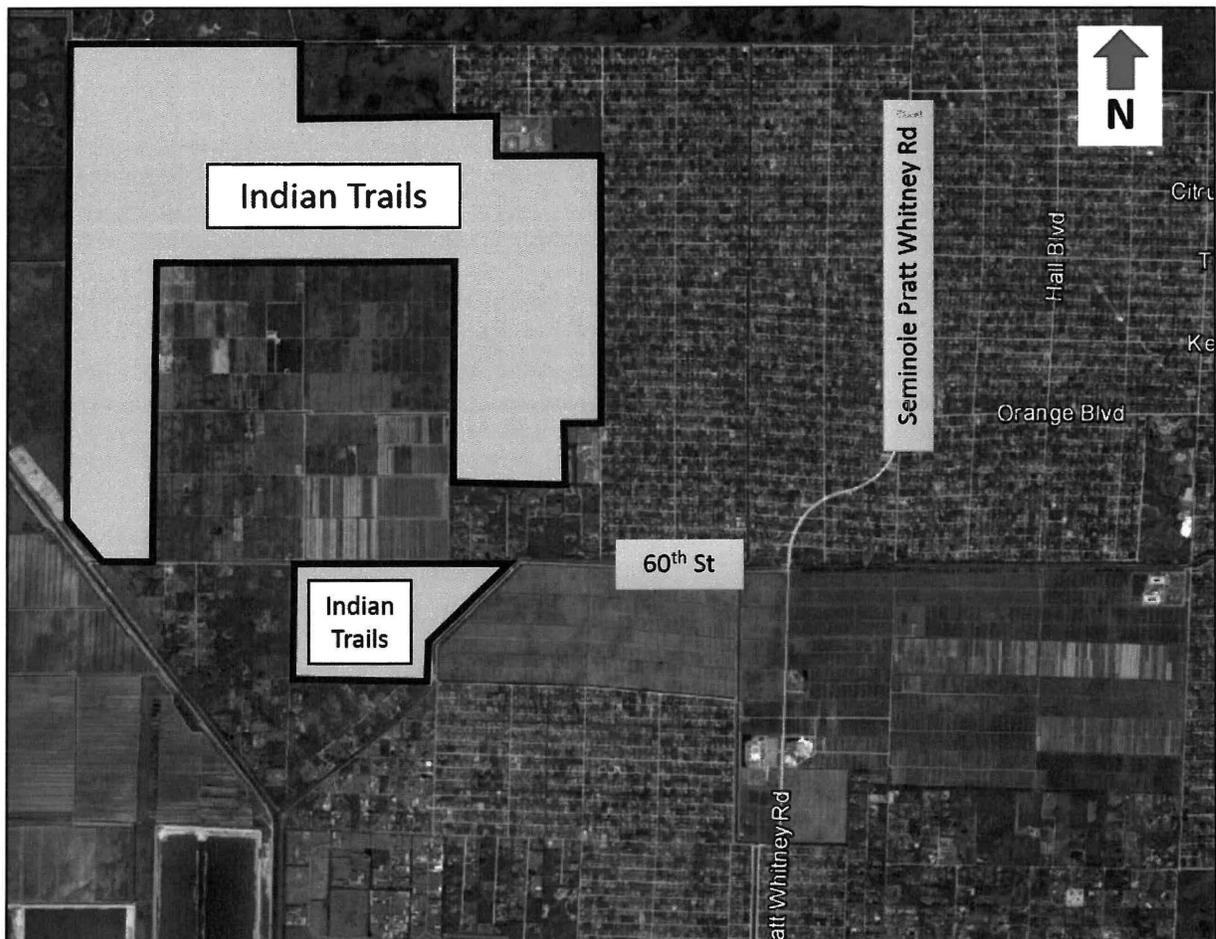


Figure 1 – Overall Indian Trails Grove Site Location
Source: Google 2014 ©

2.0 TRAFFIC GENERATION

The traffic to be generated by the proposed Civic Site 1 has been calculated in accordance with previously accepted traffic generation rates in Palm Beach County as shown in Tables 1, 2 and 3. Table 1 shows the daily traffic generation associated with the proposed plan of development. Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively. The traffic to be generated by the proposed plan of development consisting of a potential fire/police substation may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	55 tpd
AM Peak Hour Traffic Generation (IN/OUT)	=	6 pht (4 IN/2 OUT)
PM Peak Hour Traffic Generation (IN/OUT)	=	6 pht (3 IN/3 OUT)

3.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance for the proposed site with no reduction for pass-by credits are shown in Tables 2 and 3 attached with this report and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM =	4 / 2
PM =	3 / 3

As previously mentioned, site access will consist of a driveway connection to 180th Avenue North. Based on the Palm Beach County Engineering guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, turn lanes are not warranted.

4.0 CONCLUSION

As shown in Tables 1, 2 and 3, the proposed development is expected to generate 55 daily trips, 6 AM peak hour trips, and 6 PM peak hour trips at project build-out of 2017. The minor increase in peak hour trips will have an insignificant impact on the surrounding roadways and is therefore approvable with regard to the Palm Beach County Traffic Performance Standards. Because the modification results in an increase of less than 20 peak hour trips, additional analysis is not required.

**INDIAN TRAILS GROVE
CIVIC SITE 1 - 5.16 ACRES**

07/15/2015

PROPOSED USE - FIRE/POLICE SUBSTATION

TABLE 1 - Daily 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	%	Trips	In	Out	Total			
Fire Station	PBC	1	Station	55						55	0			55	0%	0			55		
Grand Totals:										55	0.0%	0		55	0%	0			55		

TABLE 2 - 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
Fire Station	PBC	1	Station	6	0.66	0.33	4	2	6	0.0%	0	0	0	4	2	6	0%	0	4	2	6
Grand Totals:							4	2	6	0.0%	0	0	0	4	2	6	0%	0	4	2	6

TABLE 3 - 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
Fire Station	PBC	1	Station	6	0.50	0.50	3	3	6	0.0%	0	0	0	3	3	6	0%	0	3	3	6
Grand Totals:							3	3	6	0.0%	0	0	0	3	3	6	0%	0	3	3	6

Note: AM and PM peak hour rates estimated at 10% of daily trips

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TRAFFIC GENERATION STATEMENT

INDIAN TRAILS GROVE CIVIC SITE 2
40.86 ACRES – REGIONAL PARK
PALM BEACH COUNTY, FLORIDA

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

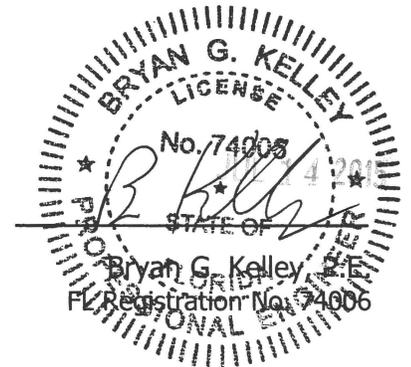


TABLE OF CONTENTS

1.0 SITE DATA 2

2.0 TRAFFIC GENERATION 3

3.0 SITE RELATED IMPROVEMENTS..... 3

4.0 CONCLUSION 3

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 2 dedication consisting of 40.86 acres. Civic Site 2 is being dedicated for a future district park expansion. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection to Hamlin Boulevard. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

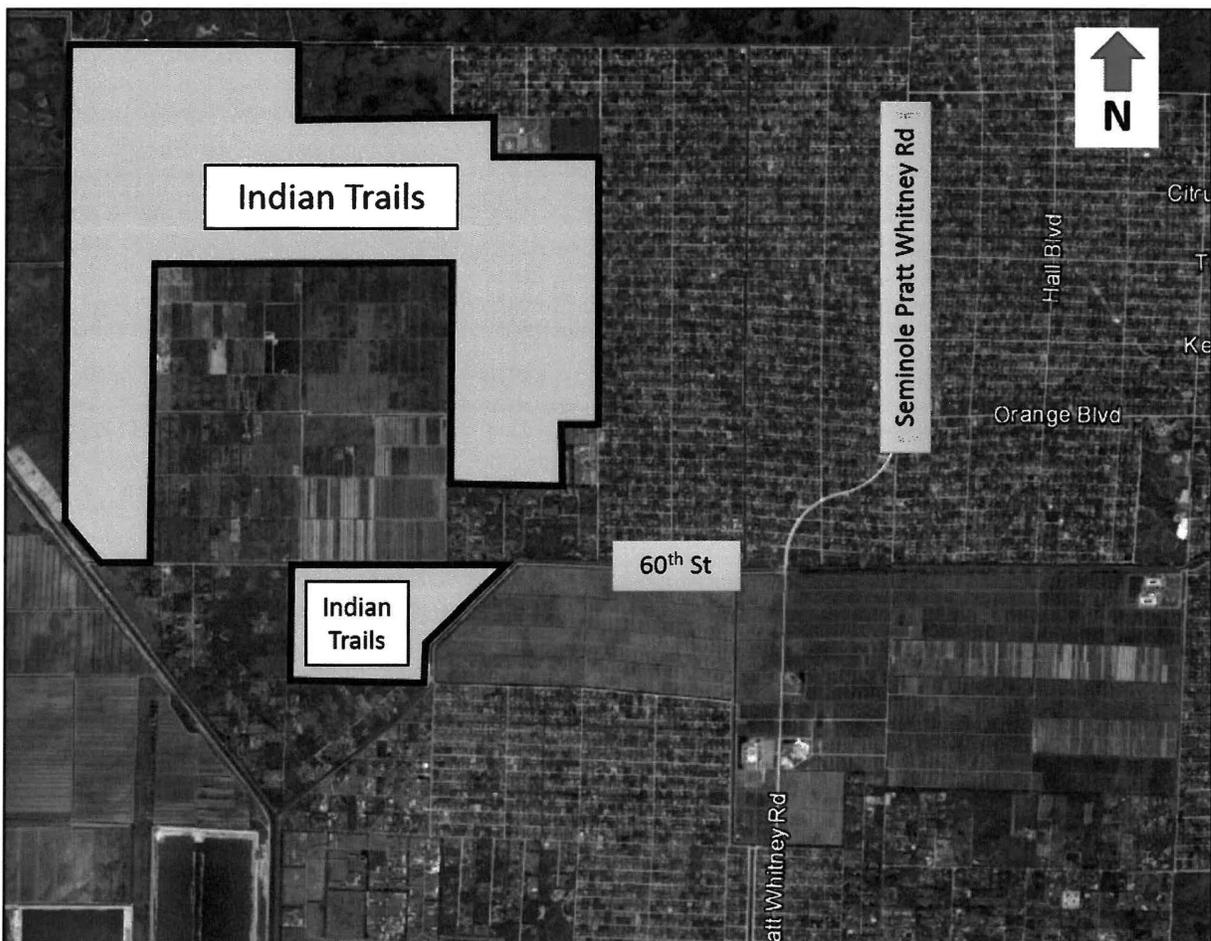


Figure 1 – Overall Indian Trails Grove Site Location
Source: Google 2014 ©

2.0 TRAFFIC GENERATION

The traffic to be generated by the proposed Civic Site 2 has been calculated in accordance with the ITE Trip Generation Manual, 9th Edition as shown in Tables 1, 2 and 3. Table 1 shows the daily traffic generation associated with the proposed plan of development. Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively. The traffic to be generated by the proposed plan of development consisting of a 40.86 acre regional park may be summarized as follows:

Proposed Development

Daily Traffic Generation	= 187 tpd
AM Peak Hour Traffic Generation (IN/OUT)	= 6 pht (3 IN/3 OUT)
PM Peak Hour Traffic Generation (IN/OUT)	= 8 pht (4 IN/4 OUT)

3.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance for the proposed site with no reduction for pass-by credits are shown in Tables 2 and 3 attached with this report and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM =	3 / 3
PM =	4 / 4

As previously mentioned, site access will consist of a driveway connection to Hamlin Boulevard. Based on the Palm Beach County Engineering guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, turn lanes are not warranted.

4.0 CONCLUSION

As shown in Tables 1, 2 and 3, the proposed development is expected to generate 187 daily trips, 6 AM peak hour trips, and 8 PM peak hour trips at project build-out of 2017. The minor increase in peak hour trips will have an insignificant impact on the surrounding roadways and is therefore approvable with regard to the Palm Beach County Traffic Performance Standards. Because the modification results in an increase of less than 20 peak hour trips, additional analysis is not required.

**INDIAN TRAILS GROVE
CIVIC SITE 2 - 40.86 ACRES**

07/15/2015

PROPOSED USE - REGIONAL PARK

TABLE 1 - Daily 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	%	Trips	In	Out	Total		
Regional Park	417	40.86	Acres	4.57					187			0			187	0%	0			187
Grand Totals:									187			0			187	0%	0			187

TABLE 2 - 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		
Regional Park	417	40.86	Acres	0.15	0.57	0.43	3	3	6	0.0%	0	0	0	3	3	6	0%	0	3	3	6		
Grand Totals:									3	3	6	0.0%	0	0	0	3	3	6	0%	0	3	3	6

TABLE 3 - 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		
Regional Park	417	40.86	Acres	0.2	0.45	0.55	4	4	8	0.0%	0	0	0	4	4	8	0%	0	4	4	8		
Grand Totals:									4	4	8	0.0%	0	0	0	4	4	8	0%	0	4	4	8

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TRAFFIC IMPACT STATEMENT

**INDIAN TRAILS GROVE CIVIC SITE 3
25.06 ACRES
PALM BEACH COUNTY, FLORIDA**

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

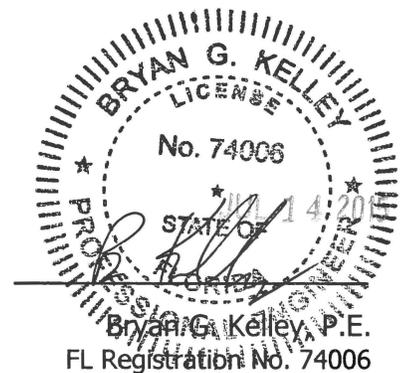


TABLE OF CONTENTS

1.0 SITE DATA	3
2.0 PURPOSE OF STUDY.....	4
3.0 TRAFFIC GENERATION	5
4.0 RADIUS OF DEVELOPMENT INFLUENCE	5
5.0 EXISTING TRAFFIC	6
6.0 INTERSECTION ANALYSIS TEST 1 – PART 1	6
7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2.....	7
8.0 TEST 2 – FIVE YEAR ANALYSIS	7
9.0 SITE RELATED IMPROVEMENTS.....	8
10.0 CONCLUSION	8

Appendices

INTERSECTION ANALYSIS	APPENDIX A
TEST 1 - LINK ANALYSIS	APPENDIX B
TEST 2 – LINK ANALYSIS.....	APPENDIX C
COMMITTED PROJECT TRIPS	APPENDIX D

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 3 dedication consisting of 25.06 acres. Civic Site 3 is being dedicated for a future middle school. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection the east-west internal connector roadway. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

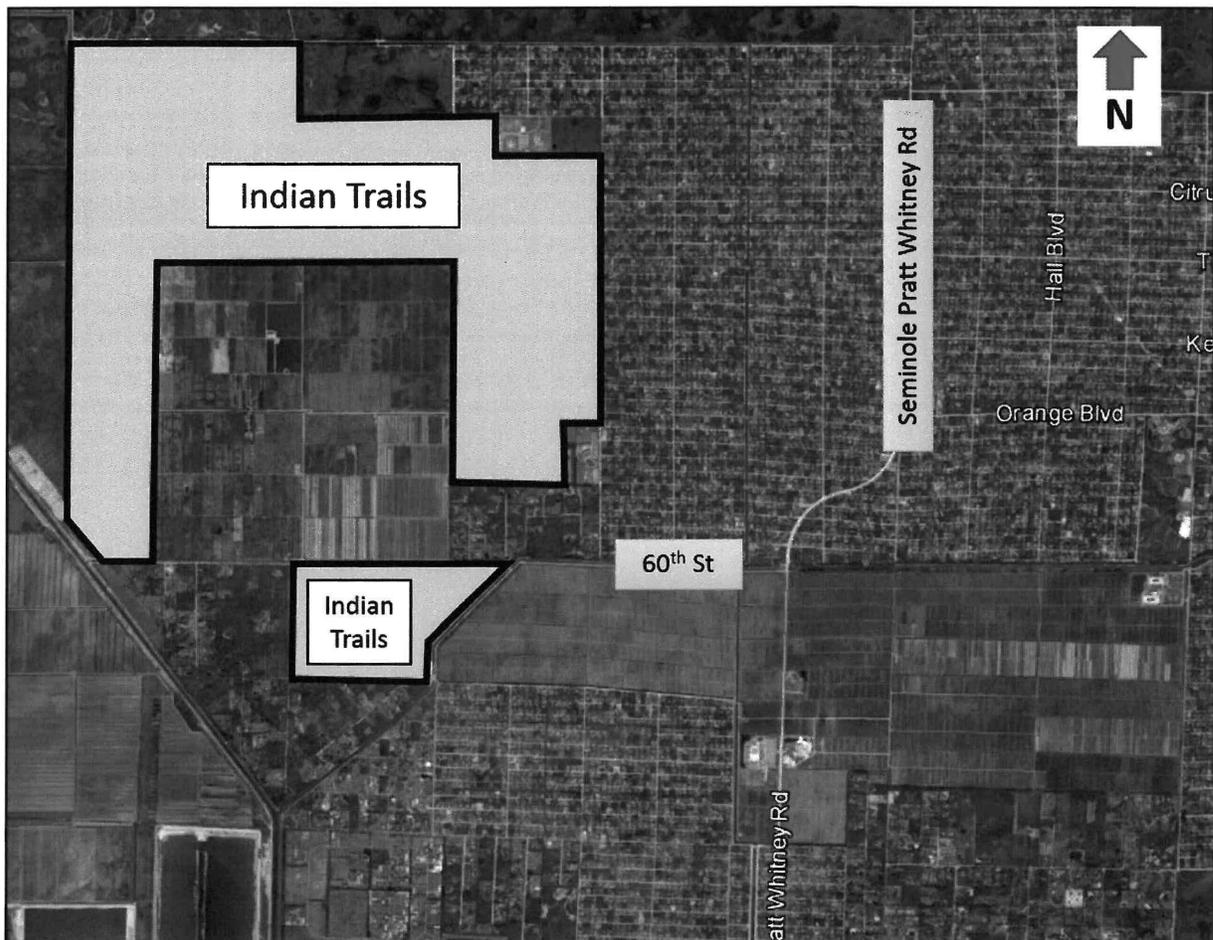


Figure 1 – Overall Indian Trails Grove Site Location
Source: Google 2014 ©

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence, which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence, which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence. This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The traffic to be generated by the proposed development was calculated in accordance with the traffic generation rates published on the Palm Beach County traffic division webpage. Tables 1, 2 and 3 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the proposed development, respectively. Based on the proposed plan of development consisting of a 1,075 student middle school, the traffic generation for the proposed development may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	1,742 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	581 pht (319 pht/261 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	172 pht (84 pht/88 pht)

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 581 peak hour trips, the radius of development influence shall be three miles. Note that special circumstances exist for the proposed development. The site is located approximately 5 miles from a thoroughfare roadway (Seminole Pratt Whitney Road). Additionally, since the site is proposed as a public school, the majority of vehicle trips will be contained within the Indian Trails Grove residential neighborhoods and the existing residential community west of Seminole Pratt Whitney Road. Therefore, it was conservatively estimated that only 35% of the trips generated from the school will travel east of Seminole Pratt Whitney Road. Based on these assumptions, it was determined to use a radius of influence of two miles from the first thoroughfare access points on Seminole Pratt Whitney Road (Hamlin Boulevard, Orange Boulevard, and 60th Street).

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS “D” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS “E” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “E” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing A.M. and P.M. peak hour traffic volumes for the links within the project's radius of development influence were available from the Palm Beach County Engineering Traffic Division.

Background traffic, consisting of historical growth allowances furnished by Palm Beach County, major project traffic, and anticipated development in the area was also considered. The individual, link specific growth rates are based on both 2012 and 2015 peak season traffic. The 2015 total traffic on each link has been calculated using a 1.0% growth rate for each link and all approved but un-built traffic listed in the Approved Project Database summary tables received from the Palm Beach County Engineering Traffic Division.

The project is expected to be built-out in 2017 and background traffic was projected to that time. Please refer to Tables 4, 5, 6 and 7 of Appendix "B". A detailed analysis of all approved but unbuilt traffic within the project's radius of development influence has been performed and can be seen in Appendix "D" attached with this report.

6.0 INTERSECTION ANALYSIS TEST 1 – PART 1

The development of the subject parcel is not anticipated to result in excess of ten percent of total traffic on an average peak hour total traffic basis leading to any signalized intersection. However, as a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, the following intersections must be analyzed:

1. 60th Street and Seminole Pratt Whitney Road
2. Orange Boulevard and Seminole Pratt Whitney Road
3. Northlake Boulevard and Seminole Pratt Whitney Road

A detailed analysis of these intersections have been performed and can be seen in Appendix "A" attached with this report. The above referenced intersections have been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. As the results in the Intersection Analysis (attached as Appendix "A") show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume for intersections of 1400 vph (1820 when considering the 130% exceedance allowed for schools) for the subject intersections:

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>A.M.</u>	<u>P.M.</u>
60 th Street and Seminole Pratt Whitney Road	1133	771
Orange Blvd and Seminole Pratt Whitney Rd	697	838
Northlake Blvd and Seminole Pratt Whitney Rd	887	442

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links within the project's radius of development influence and can be seen in the Project Distribution Figure attached with this report.

Tables 4 and 5 show the project's A.M. peak hour and P.M. peak hour project assignment as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service "D" have been outlined as links with significant project assignment. Based on the projected total A.M. and P.M. peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence as shown in Tables 6 and 7, this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence. Note that the 130% LOS capacity exceedance allowed for schools has been included in Tables 6 and 7.

8.0 TEST 2 – FIVE YEAR ANALYSIS

As shown in Tables 8 and 9 within Appendix "C", none of the roadway links within the project's radius of development influence have significant project assignment. For Test 2, a roadway link is considered significant impacted if the project assignment is greater than 3% of the applicable level of service standard for a roadway within the project radius of influence or greater than 5% of the applicable level of service standard for a roadway outside of the project radius of influence. This project therefore meets the requirements of "Test Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

9.0 SITE RELATED IMPROVEMENTS

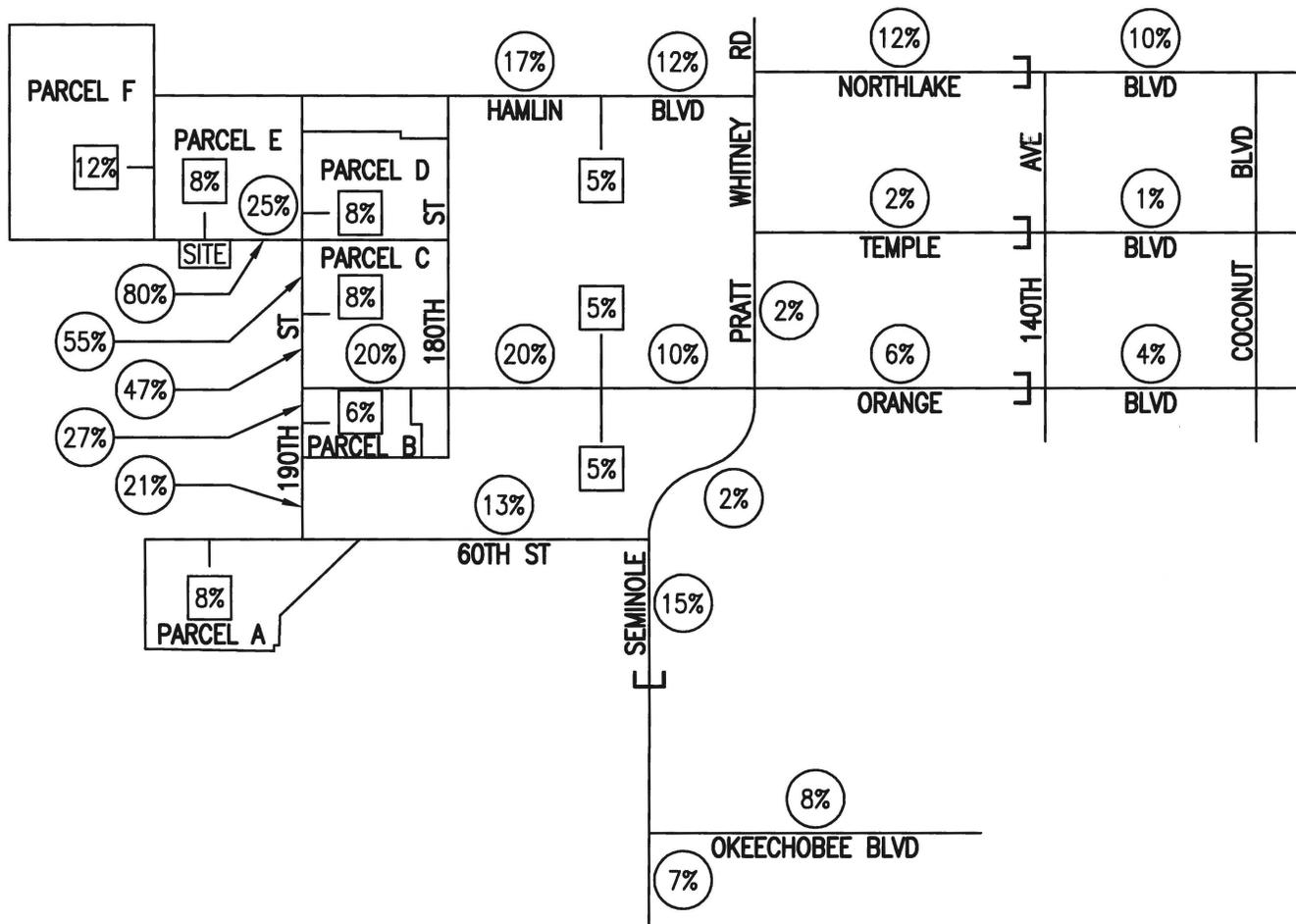
The A.M. and P.M. peak hour turning movement volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 2 and 3 attached with this report. The following summary applies:

		DIRECTIONAL DISTRIBUTION (TRIPS IN / OUT)
A.M. Peak Hour	=	319 / 261
P.M. Peak Hour	=	84 / 88

As previously mentioned, site access is proposed via the internal east-west connector roadway. Based on 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, a left turn and/or right turn lane may be warranted. However, the need for turn lanes will be further evaluated at the time of site plan submittal for Civic Site 3.

10.0 CONCLUSION

The proposed development is expected to generate a total of 1,742 net trips per day, 581 A.M. peak hour trips and 172 P.M. peak hour trips at project build-out in 2017. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-out Test as required by the Palm Beach County Traffic Performance Standards and demonstrated in this analysis.



LEGEND

-  2-MILE RADIUS OF INFLUENCE FROM SEMINOLE PRATT WHITNEY RD
-  15% TRIP DISTRIBUTION
-  8% TRIP DROP-OFF TO RESIDENTIAL AREAS

PROJECT DISTRIBUTION

INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES

14-096 BK 07-15-15

APPENDIX “A”

INTERSECTION ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

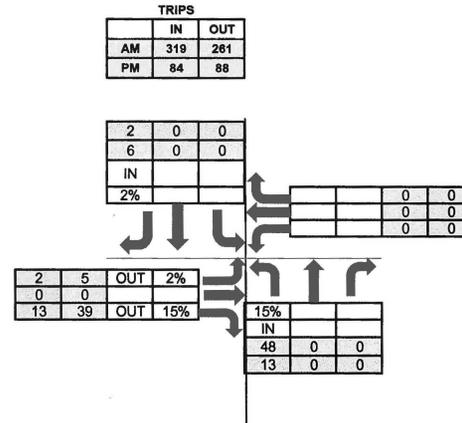
**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 3 - 25.06 ACRES
SEMINOLE PRATT WHITNEY ROAD AND 60TH STREET**

INPUT DATA			
Growth Rate =	1.0%	Peak Season =	1.04
Current Year =	2014	Buildout Year =	2017

AM Peak Hour													
INTERSECTION VOLUME DEVELOPMENT													
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2014)	89	480	0	0	801	5	15	0	276	0	0	0	
Peak Season Adjustment	4	19	0	0	32	0	1	0	11	0	0	0	
Background Traffic Growth	3	15	0	0	25	0	0	0	9	0	0	0	
1.0% Background Growth	3	15	0	0	25	0	0	0	9	0	0	0	
Major Projects Traffic	0	209	0	0	156	0	0	0	0	0	0	0	
Background Traffic Growth Used	3	15	0	0	25	0	0	0	9	0	0	0	
Project Traffic	48	0	0	0	0	6	5	0	39	0	0	0	
Total	143	514	0	0	858	11	21	0	335	0	0	0	
Approach Total	658			870			356			0			
CRITICAL VOLUME ANALYSIS													
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0	
Per Lane Volume	143	514	0	0	858	11	21	0	335	0	0	0	
Right on Red			0			60			60			0	
Overlaps Left			0			21			143			0	
Adj. Per Lane Volume	143	514	0	0	858	0	21	0	131	0	0	0	
Through/Right Volume		514			858				131			0	
Opposing Left Turns		0			143				0			21	
Critical Volume for Approach		514			1002				131			21	
Critical Volume for Direction					1002				131				
Intersection Critical Volume							1,133						
STATUS?	UNDER												

PM Peak Hour													
INTERSECTION VOLUME DEVELOPMENT													
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2014)	209	646	0	0	489	25	8	0	132	0	0	0	
Peak Season Adjustment	8	26	0	0	20	1	0	0	5	0	0	0	
Background Traffic Growth	7	20	0	0	15	1	0	0	4	0	0	0	
1.0% Background Growth	7	20	0	0	15	1	0	0	4	0	0	0	
Major Projects Traffic	0	192	0	0	209	0	0	0	0	0	0	0	
Background Traffic Growth Used	7	20	0	0	15	1	0	0	4	0	0	0	
Project Traffic	13	0	0	0	0	2	2	0	13	0	0	0	
Total	237	692	0	0	524	29	11	0	154	0	0	0	
Approach Total	929			553			165			0			
CRITICAL VOLUME ANALYSIS													
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0	
Per Lane Volume	237	692	0	0	524	29	11	0	154	0	0	0	
Right on Red			0			60			60			0	
Overlaps Left			0			11			237			0	
Adj. Per Lane Volume	237	692	0	0	524	0	11	0	0	0	0	0	
Through/Right Volume		692			524				0			0	
Opposing Left Turns		0			237				0			11	
Critical Volume for Approach		692			761				0			11	
Critical Volume for Direction					761				0			11	
Intersection Critical Volume							771						
STATUS?	UNDER												

Note: Major project traffic from link analysis (includes Minto West trips)



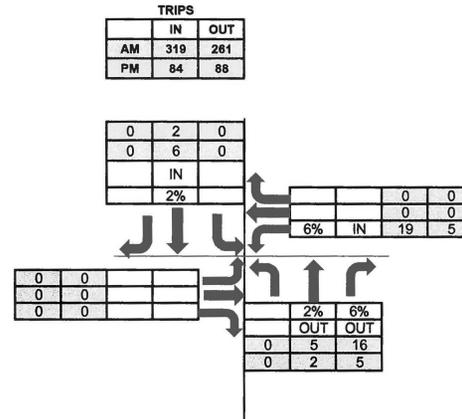
**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 3 - 25.06 ACRES
SEMINOLE PRATT WHITNEY ROAD AND ORANGE BOULEVARD**

INPUT DATA												
Growth Rate = 1.0%		Peak Season = 1.00		Current Year = 2015		Buildout Year = 2017						
AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	463	240	118	271	0	0	0	0	210	0	53
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	9	5	2	5	0	0	0	0	4	0	1
1.0% Background Growth	0	9	5	2	5	0	0	0	0	4	0	1
Minto Traffic Full	0	456	68	0	477	0	0	0	0	72	0	0
Minto Traffic Phased (2/20)	0	46	7	0	48	0	0	0	0	7	0	0
Major Projects Traffic	0	69	49	9	20	0	0	0	0	31	0	20
Background Traffic Growth Used	0	124	61	11	73	0	0	0	0	42	0	21
Project Traffic	0	5	16	0	6	0	0	0	0	19	0	0
Total	0	592	317	129	350	0	0	0	0	271	0	74
Approach Total	909			480			0			345		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	2	1	1	1	0	0	0	0	1	0	1
Per Lane Volume	0	296	317	129	350	0	0	0	0	271	0	74
Right on Red			60			60			60			60
Overlaps Left			271			0			0			129
Adj. Per Lane Volume	0	296	0	129	350	0	0	0	0	271	0	0
Through/Right Volume			296			350			0			0
Opposing Left Turns			129			0			271			0
Critical Volume for Approach			426			350			271			0
Critical Volume for Direction				426						271		
Intersection Critical Volume							697					
STATUS?	UNDER											

PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	348	268	135	344	0	0	0	0	321	0	143
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	7	5	3	7	0	0	0	0	6	0	3
1.0% Background Growth	0	7	5	3	7	0	0	0	0	6	0	3
Minto Traffic Full	0	530	80	0	456	0	0	0	0	68	0	0
Minto Traffic Phased (2/20)	0	53	8	0	46	0	0	0	0	7	0	0
Major Projects Traffic	0	60	60	25	20	0	0	0	0	80	0	29
Background Traffic Growth Used	0	120	73	28	73	0	0	0	0	93	0	32
Project Traffic	0	2	5	0	2	0	0	0	0	5	0	0
Total	0	470	346	163	419	0	0	0	0	419	0	175
Approach Total	816			582			0			594		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	2	1	1	1	0	0	0	0	1	0	1
Per Lane Volume	0	235	346	163	419	0	0	0	0	419	0	175
Right on Red			60			60			60			60
Overlaps Left			419			0			0			163
Adj. Per Lane Volume	0	235	0	163	419	0	0	0	0	419	0	0
Through/Right Volume			235			419			0			0
Opposing Left Turns			163			0			419			0
Critical Volume for Approach			398			419			419			0
Critical Volume for Direction				419						419		
Intersection Critical Volume							838					
STATUS?	UNDER											



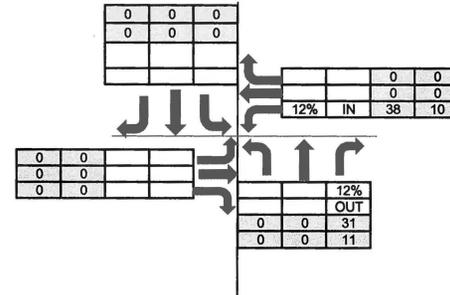
**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 3 - 25.06 ACRES
SEMINOLE PRATT WHITNEY ROAD AND NORTHLAKE BOULEVARD**

INPUT DATA												
Growth Rate = 1.0%			Peak Season = 1.00			Current Year = 2015			Buildout Year = 2017			
AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	19	800	46	26	0	0	0	0	154	0	19
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	16	1	1	0	0	0	0	3	0	0
1.0% Background Growth	0	0	16	1	1	0	0	0	0	3	0	0
Minto Traffic Full	0	11	353	0	12	0	0	0	0	370	0	0
Minto Traffic Phased (2/20)	0	1	35	0	1	0	0	0	0	37	0	0
Major Projects Traffic	0	15	7	11	13	0	0	0	0	8	0	13
Background Traffic Growth Used	0	16	58	12	15	0	0	0	0	48	0	13
Project Traffic	0	0	31	0	0	0	0	0	0	38	0	0
Total	0	35	889	58	41	0	0	0	0	240	0	32
Approach Total	924			98			0			272		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	35	889	58	41	0	0	0	0	120	0	32
Right on Red							60			60		
Overlaps Left							0			58		
Adj. Per Lane Volume	0	35	709	58	41	0	0	0	0	120	0	0
Through/Right Volume	709			41			0			0		
Opposing Left Turns	58			0			120			0		
Critical Volume for Approach	767			41			120			0		
Critical Volume for Direction	767						120					
Intersection Critical Volume							887					
STATUS?	UNDER											

TRIPS		
	IN	OUT
AM	319	261
PM	84	88



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	30	226	23	46	0	0	0	0	648	0	33
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	1	5	0	1	0	0	0	0	13	0	1
1.0% Background Growth	0	1	5	0	1	0	0	0	0	13	0	1
Minto Traffic Full	0	13	411	0	11	0	0	0	0	354	0	0
Minto Traffic Phased (2/20)	0	1	41	0	1	0	0	0	0	35	0	0
Major Projects Traffic	0	13	15	13	15	0	0	0	0	15	0	12
Background Traffic Growth Used	0	15	61	13	17	0	0	0	0	63	0	13
Project Traffic	0	0	11	0	0	0	0	0	0	10	0	0
Total	0	45	298	36	63	0	0	0	0	721	0	46
Approach Total	342			99			0			767		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	45	298	36	63	0	0	0	0	361	0	46
Right on Red							60			60		
Overlaps Left							0			36		
Adj. Per Lane Volume	0	45	0	36	63	0	0	0	0	361	0	0
Through/Right Volume	45			63			0			0		
Opposing Left Turns	36			0			361			0		
Critical Volume for Approach	81			63			361			0		
Critical Volume for Direction	81						361					
Intersection Critical Volume							442					
STATUS?	UNDER											

Note: Intersection improvements including signalization at the intersection of Northlake Boulevard and Seminole Pratt Whitney Road scheduled for FY 2015 in the PBC 5-Year Work Program

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22400	45TH ST	NORTH SHORE DR	4/12/2011	4:30 PM	0	148	21	36	0	31	0	67	40	24	1105	116	4	64	1728	39	3423
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	7:30 AM	0	26	13	115	0	229	11	93	0	106	2477	56	29	150	1473	370	5148
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	7:30 AM	0	41	7	79	0	254	7	80	7	131	1975	99	10	172	1419	316	4597
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	7:30 AM	0	25	6	55	0	160	14	59	0	66	2159	93	7	226	1273	326	4469
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	5:00 PM	0	72	9	141	0	467	8	169	19	81	1706	47	15	116	2173	84	5107
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	5:00 PM	0	71	8	134	0	479	9	175	15	81	1672	51	15	103	2151	98	5062
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	4:45 PM	0	67	22	153	1	406	29	131	0	85	1697	38	8	154	1901	102	4794
22350	45TH ST	VILLAGE BLVD	2/24/2015	7:30 AM	0	108	79	527	0	35	9	48	3	263	1628	64	1	304	1241	165	4475
22350	45TH ST	VILLAGE BLVD	12/4/2013	7:15 AM	0	110	99	861	0	39	14	56	10	217	1503	88	0	259	1208	157	4621
22350	45TH ST	VILLAGE BLVD	1/28/2013	7:30 AM	0	108	195	757	0	59	18	77	5	178	1732	47	0	266	1220	234	4896
22350	45TH ST	VILLAGE BLVD	8/30/2011	7:30 AM	0	89	101	698	0	41	16	35	2	194	1465	75	0	199	841	173	3929
22350	45TH ST	VILLAGE BLVD	3/18/2010	7:30 AM	0	107	107	734	0	34	35	26	4	217	1555	79	0	268	1007	134	4307
22350	45TH ST	VILLAGE BLVD	2/25/2015	4:45 PM	0	100	36	402	0	272	111	266	10	81	1502	138	5	555	1843	35	5356
22350	45TH ST	VILLAGE BLVD	12/4/2013	5:00 PM	0	118	34	472	0	313	96	258	15	85	1257	134	0	564	1496	40	4882
22350	45TH ST	VILLAGE BLVD	1/28/2013	4:45 PM	0	99	56	424	0	297	103	255	9	73	1565	72	2	523	1602	62	5142
22350	45TH ST	VILLAGE BLVD	8/30/2011	4:30 PM	1	94	34	394	0	240	110	170	4	107	1035	131	2	401	1277	61	4061
22350	45TH ST	VILLAGE BLVD	3/18/2010	4:45 PM	0	119	40	455	0	167	207	238	9	67	1239	160	5	455	1543	90	4794
22340	45TH ST	WAL-MART	11/7/2013	7:30 AM	0	3	0	1	0	136	0	35	5	17	1747	2	58	5	1224	75	3308
22340	45TH ST	WAL-MART	3/22/2011	7:45 AM	0	2	0	2	0	125	0	26	4	22	1693	1	37	1	1032	70	3015
22340	45TH ST	WAL-MART	11/7/2013	12:30 PM	0	1	0	1	0	226	1	63	4	29	995	0	41	4	1161	128	2654
22340	45TH ST	WAL-MART	3/22/2011	12:00 PM	0	2	0	1	0	206	0	59	8	35	1004	0	52	2	1112	193	2674
22340	45TH ST	WAL-MART	11/6/2013	5:00 PM	0	3	1	3	0	223	0	111	7	44	1291	1	35	0	1763	155	3637
22340	45TH ST	WAL-MART	3/22/2011	4:45 PM	0	1	0	3	2	218	0	83	3	45	1109	1	51	0	1656	121	3293
22385	45TH STREET	SOUTH PLACE	11/12/2013	7:15 AM	0	33	0	6	0	8	0	27	2	12	2443	66	1	14	1383	2	3997
22385	45TH STREET	SOUTH PLACE	4/12/2011	7:30 AM	0	51	0	10	0	10	0	19	5	10	2174	91	2	9	1344	4	3729
22385	45TH STREET	SOUTH PLACE	11/12/2013	4:30 PM	0	145	4	25	1	9	0	11	3	26	1364	41	7	15	1961	4	3616
22385	45TH STREET	SOUTH PLACE	4/12/2011	4:30 PM	2	65	9	13	0	8	0	21	3	25	1548	40	6	10	2034	9	3793
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	7:45 AM	0	4	386	4	0	389	351	0	0	1	23	5	0	4	7	101	1275
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	10	377	0	0	39	694	4	0	2	0	9	0	4	3	6	1148
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	5:00 PM	0	0	389	4	0	129	428	0	0	0	12	5	0	8	37	457	1469
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	5	856	2	0	8	615	1	0	1	1	4	0	2	0	10	1505
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	6:30 AM	0	89	480	0	0	0	801	5	0	15	0	276	0	0	0	0	1666
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	7:15 AM	0	103	428	0	0	0	458	21	0	15	1	269	0	0	0	0	1295

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	6:30 AM	0	88	481	0	0	0	681	3	0	2	0	340	0	0	0	0	1595
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	5:00 PM	0	209	646	0	0	0	489	25	0	8	0	132	0	0	0	0	1509
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	4:45 PM	0	139	596	0	0	0	412	17	0	10	0	97	0	0	0	0	1271
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	4:30 PM	0	146	582	0	0	0	378	19	0	14	0	147	0	0	0	0	1286
37875	6TH AVE S	A ST	11/19/2014	7:00 AM	0	130	70	14	4	63	97	188	4	198	563	22	1	17	840	28	2239
37875	6TH AVE S	A ST	9/19/2013	7:30 AM	0	123	64	21	0	43	47	123	3	123	647	78	0	19	746	22	2059
37875	6TH AVE S	A ST	11/14/2012	7:00 AM	0	125	108	17	0	39	84	216	2	195	634	69	0	28	751	42	2310
37875	6TH AVE S	A ST	9/7/2010	7:00 AM	0	103	85	17	0	40	74	178	2	147	531	57	1	9	627	39	1910
37875	6TH AVE S	A ST	11/19/2014	4:45 PM	0	121	81	13	0	66	74	149	0	210	1207	60	3	18	968	21	2991
37875	6TH AVE S	A ST	9/17/2013	4:30 PM	0	103	61	12	0	59	66	151	0	217	831	102	0	21	735	43	2401
37875	6TH AVE S	A ST	11/14/2012	5:00 PM	0	123	71	29	0	33	103	158	4	158	843	88	4	34	591	45	2284
37875	6TH AVE S	A ST	9/7/2010	4:45 PM	0	110	68	16	0	32	77	140	3	181	799	88	2	25	579	59	2179
37900	6TH AVE S	DIXIE HWY	4/28/2015	7:30 AM	0	200	295	25	2	47	370	145	0	169	227	185	0	36	293	32	2026
37900	6TH AVE S	DIXIE HWY	11/15/2012	7:15 AM	0	182	335	48	0	39	277	122	0	168	231	141	0	54	256	34	1887
37900	6TH AVE S	DIXIE HWY	9/22/2010	7:15 AM	0	167	230	15	0	34	213	119	0	138	185	140	0	17	207	30	1495
37900	6TH AVE S	DIXIE HWY	4/28/2015	5:00 PM	0	262	484	25	0	46	488	180	0	255	272	226	0	27	151	8	2424
37900	6TH AVE S	DIXIE HWY	11/15/2012	4:30 PM	0	215	454	51	0	57	481	228	0	235	238	211	0	79	195	43	2487
37900	6TH AVE S	DIXIE HWY	9/22/2010	5:00 PM	0	227	369	22	0	45	409	193	0	162	220	228	0	15	160	37	2087
37850E	6TH AVE S	I-95 EAST	4/2/2015	7:15 AM	0	661	0	442	0	0	0	0	0	665	736	0	0	0	755	467	3726
37850E	6TH AVE S	I-95 EAST	11/19/2014	7:15 AM	0	627	0	516	0	0	0	0	0	640	694	0	0	0	731	438	3646
37850E	6TH AVE S	I-95 EAST	11/14/2012	7:15 AM	0	599	0	352	0	0	0	0	0	643	535	0	0	0	686	373	3188
37850E	6TH AVE S	I-95 EAST	1/31/2012	7:15 AM	0	544	0	326	0	0	0	0	3	538	476	0	0	0	612	320	2819
37850E	6TH AVE S	I-95 EAST	10/4/2010	7:15 AM	0	553	0	338	0	0	0	0	0	488	509	0	0	0	586	326	2800
37850E	6TH AVE S	I-95 EAST	3/3/2010	7:45 AM	0	543	0	295	0	0	0	0	0	419	509	0	0	0	609	288	2663
37850E	6TH AVE S	I-95 EAST	4/2/2015	4:45 PM	0	967	0	699	0	0	0	0	1	515	797	0	0	0	793	350	4122
37850E	6TH AVE S	I-95 EAST	11/19/2014	4:45 PM	0	931	0	769	0	0	0	0	0	494	870	0	0	0	726	354	4144
37850E	6TH AVE S	I-95 EAST	11/14/2012	4:45 PM	0	741	0	679	0	0	0	0	0	443	784	0	0	0	731	330	3708
37850E	6TH AVE S	I-95 EAST	1/31/2012	4:30 PM	0	765	0	516	0	0	0	0	4	400	691	0	0	0	778	272	3426
37850E	6TH AVE S	I-95 EAST	10/4/2010	4:30 PM	0	747	0	548	0	0	0	0	0	390	667	0	0	0	675	239	3266
37850E	6TH AVE S	I-95 EAST	3/3/2010	4:45 PM	0	818	0	504	0	0	0	0	0	303	666	0	0	0	672	281	3244
37850W	6TH AVE S	I-95 WEST	4/2/2015	7:45 AM	0	0	0	0	0	289	0	506	0	0	817	759	0	560	783	0	3714
37850W	6TH AVE S	I-95 WEST	11/19/2014	7:15 AM	0	0	0	0	0	318	0	553	0	0	1013	577	0	574	770	0	3805
37850W	6TH AVE S	I-95 WEST	11/14/2012	7:15 AM	0	0	0	0	0	328	0	466	0	0	809	659	0	522	797	0	3581

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2014 - 01/04/2014	0.97	1.01
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.00	1.04
4	01/19/2014 - 01/25/2014	0.99	1.03
* 5	01/26/2014 - 02/01/2014	0.98	1.02
* 6	02/02/2014 - 02/08/2014	0.97	1.01
* 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.95	0.99
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.95	0.99
*11	03/09/2014 - 03/15/2014	0.95	0.99
*12	03/16/2014 - 03/22/2014	0.95	0.99
*13	03/23/2014 - 03/29/2014	0.96	1.00
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	0.99	1.03
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.04	1.08
25	06/15/2014 - 06/21/2014	1.05	1.09
26	06/22/2014 - 06/28/2014	1.06	1.10
27	06/29/2014 - 07/05/2014	1.07	1.11
28	07/06/2014 - 07/12/2014	1.07	1.11
29	07/13/2014 - 07/19/2014	1.08	1.13
30	07/20/2014 - 07/26/2014	1.07	1.11
31	07/27/2014 - 08/02/2014	1.06	1.10
32	08/03/2014 - 08/09/2014	1.05	1.09
33	08/10/2014 - 08/16/2014	1.04	1.08
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.04	1.08
37	09/07/2014 - 09/13/2014	1.04	1.08
38	09/14/2014 - 09/20/2014	1.04	1.08
39	09/21/2014 - 09/27/2014	1.03	1.07
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.98	1.02
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	1.01	1.05
47	11/16/2014 - 11/22/2014	1.01	1.05
48	11/23/2014 - 11/29/2014	1.00	1.04
49	11/30/2014 - 12/06/2014	0.99	1.03
50	12/07/2014 - 12/13/2014	0.98	1.02
51	12/14/2014 - 12/20/2014	0.97	1.01
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.00	1.04

* PEAK SEASON

09-MAR-2015 16:07:54

830UPD

4_9301_PKSEASON.TXT

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17292	NORTHLAKE BLVD	RYDER CUP BLVD	2/28/2013	5:00 PM	0	0	0	0	0	306	0	113	0	122	646	0	0	0	1156	393	2736
17292	NORTHLAKE BLVD	RYDER CUP BLVD	12/20/2011	5:00 PM	0	0	0	0	1	261	0	102	0	92	632	0	2	0	1199	369	2658
17292	NORTHLAKE BLVD	RYDER CUP BLVD	1/19/2011	4:45 PM	0	0	0	0	1	249	0	122	0	81	599	0	0	0	1189	355	2596
17292	NORTHLAKE BLVD	RYDER CUP BLVD	2/22/2010	5:00 PM	0	0	0	0	0	256	0	102	1	117	575	0	1	0	1301	328	2681
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	9/9/2014	7:45 AM	0	240	1	103	0	115	17	39	33	84	1964	143	5	136	1437	29	4346
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	7:30 AM	0	157	4	88	0	124	16	43	28	78	1792	158	4	107	1225	60	3884
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	12:00 PM	0	393	30	277	0	89	18	40	43	36	1650	180	8	259	1588	64	4675
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	9/9/2014	4:45 PM	0	395	5	197	0	89	14	44	22	77	1949	162	8	257	2116	21	5356
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	5:00 PM	0	470	25	216	0	95	15	64	48	58	1571	159	6	210	2160	37	5134
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	1/12/2015	7:00 AM	0	0	19	800	0	46	26	0	0	0	0	0	0	154	0	19	1064
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/25/2014	7:00 AM	0	0	19	782	0	38	21	0	0	0	0	0	0	188	0	19	1067
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/11/2013	7:15 AM	0	0	24	793	0	43	25	0	0	0	0	0	0	158	0	18	1061
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	1/12/2015	5:00 PM	0	0	30	226	0	23	46	0	0	0	0	0	0	678	0	33	1036
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/25/2014	5:00 PM	0	0	28	247	0	19	38	0	0	0	0	0	0	609	0	42	983
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/11/2013	5:00 PM	0	0	22	197	0	11	36	0	0	0	0	0	0	623	0	43	932
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	11/18/2014	7:15 AM	1	91	0	114	0	0	0	0	0	0	2575	240	2	45	401	0	3469
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	4/24/2012	7:15 AM	0	62	0	67	0	0	0	0	0	0	2188	217	0	21	445	0	3000
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	11/18/2014	5:00 PM	1	377	0	33	0	0	0	0	1	0	713	109	1	64	1960	0	3259
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	4/24/2012	5:00 PM	0	319	0	42	0	0	0	0	0	0	664	139	0	53	1911	0	3128
17460	NORTHLAKE BLVD	US 1	9/23/2014	7:30 AM	1	277	438	3	3	18	536	384	0	647	66	401	0	2	76	42	2894
17460	NORTHLAKE BLVD	US 1	11/30/2011	7:45 AM	2	258	400	6	3	20	703	326	1	447	74	400	0	10	86	34	2770
17460	NORTHLAKE BLVD	US 1	9/23/2014	4:30 PM	5	357	526	5	4	40	504	637	4	492	113	329	0	13	71	38	3138
17460	NORTHLAKE BLVD	US 1	11/30/2011	4:45 PM	4	413	739	14	9	40	588	583	1	434	79	316	0	13	46	47	3326
42050	NORTHTREE BLVD	JOG RD	4/8/2013	7:00 AM	2	31	766	228	1	232	1629	67	0	109	22	109	0	163	0	253	3612
42050	NORTHTREE BLVD	JOG RD	9/2/2010	6:45 AM	7	31	579	541	0	375	1359	37	1	107	0	107	0	221	2	336	3703
42050	NORTHTREE BLVD	JOG RD	4/8/2013	2:30 PM	10	37	1106	127	3	267	963	46	0	35	1	39	1	174	5	364	3178
42050	NORTHTREE BLVD	JOG RD	9/2/2010	2:45 PM	4	51	1148	141	0	206	1106	43	0	40	1	48	8	297	2	469	3564
42050	NORTHTREE BLVD	JOG RD	4/8/2013	5:00 PM	2	71	1735	246	3	307	959	69	0	45	0	39	0	110	4	212	3802
42050	NORTHTREE BLVD	JOG RD	9/2/2010	5:00 PM	0	70	1701	321	0	292	889	80	0	70	1	48	0	104	3	207	3786
24890	NORTHWOOD RD	DIXIE HWY/POINSET	11/6/2013	7:30 AM	0	10	316	0	0	0	900	7	0	3	0	122	0	0	0	0	1358
24890	NORTHWOOD RD	DIXIE HWY/POINSET	5/26/2011	7:30 AM	0	11	405	0	0	0	821	3	0	4	0	153	0	0	0	0	1397
24890	NORTHWOOD RD	DIXIE HWY/POINSET	11/6/2013	4:45 PM	0	37	698	0	0	0	494	9	0	8	0	107	0	0	0	0	1353
24890	NORTHWOOD RD	DIXIE HWY/POINSET	5/26/2011	4:45 PM	0	59	770	0	0	0	391	9	0	12	0	103	0	0	0	0	1344

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
46094	OLD BOYNTON RD	LAWRENCE RD	12/12/2011	5:00 PM	0	77	390	69	0	196	236	95	0	116	512	41	0	65	549	298	2644
45590	OLD BOYNTON RD	MILITARY TR	4/28/2014	7:30 AM	3	4	669	136	0	289	1851	7	0	19	15	36	0	144	0	113	3286
45590	OLD BOYNTON RD	MILITARY TR	1/28/2013	7:45 AM	1	1	644	139	3	254	1597	4	0	13	18	37	0	154	6	130	3001
45590	OLD BOYNTON RD	MILITARY TR	12/15/2011	7:45 AM	1	2	593	148	1	298	1462	3	0	15	15	32	0	152	4	110	2836
45590	OLD BOYNTON RD	MILITARY TR	4/28/2014	5:00 PM	7	10	1458	317	1	234	881	15	0	18	15	24	0	265	21	299	3565
45590	OLD BOYNTON RD	MILITARY TR	1/28/2013	4:45 PM	10	14	1314	275	0	286	801	11	1	15	21	21	0	282	13	336	3400
45590	OLD BOYNTON RD	MILITARY TR	12/15/2011	5:00 PM	5	8	1494	362	0	312	808	12	0	16	13	16	0	306	23	378	3753
45596	OLD BOYNTON RD	WINCHESTER DR/BO	5/5/2014	1:15 PM	2	93	89	81	0	77	76	76	2	68	407	71	3	75	472	100	1692
45596	OLD BOYNTON RD	WINCHESTER DR/BO	12/14/2011	12:30 PM	7	203	196	144	0	125	200	90	0	141	567	115	0	166	461	84	2499
45596	OLD BOYNTON RD	WINCHESTER DR/BO	5/5/2014	5:00 PM	1	206	101	76	1	48	103	57	0	113	515	75	0	85	657	60	2098
45596	OLD BOYNTON RD	WINCHESTER DR/BO	12/14/2011	5:00 PM	0	252	144	193	0	119	108	109	1	144	594	117	0	120	705	99	2705
55165	OLD GERMANTOWN RD	CONGRESS AVE	10/10/2013	8:15 AM	1	25	324	3	4	34	936	68	0	109	3	139	0	1	0	3	1650
55165	OLD GERMANTOWN RD	CONGRESS AVE	8/25/2010	8:00 AM	0	38	280	5	2	36	1080	73	0	97	3	138	0	2	0	3	1757
55165	OLD GERMANTOWN RD	CONGRESS AVE	10/10/2013	5:00 PM	1	127	1064	0	0	8	386	157	0	96	2	46	0	8	6	23	1924
55165	OLD GERMANTOWN RD	CONGRESS AVE	8/25/2010	5:00 PM	6	144	1382	0	0	5	437	122	0	59	0	43	0	9	7	28	2242
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/30/2014	7:30 AM	4	73	2012	8	2	13	2023	41	0	112	5	134	0	11	0	4	4442
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/3/2012	7:45 AM	24	65	1748	9	5	26	1797	45	1	76	2	107	0	13	1	5	3924
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	5/27/2010	7:30 AM	6	65	1614	15	1	19	1643	24	0	74	0	132	0	6	2	12	3613
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/30/2014	4:45 PM	63	101	2150	49	10	207	1913	72	0	64	4	63	0	238	14	151	5099
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/3/2012	5:00 PM	48	93	1976	73	7	152	1801	95	0	55	2	91	0	135	10	143	4681
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	5/27/2010	4:45 PM	44	72	1866	40	14	119	1756	113	0	51	8	53	0	128	9	94	4367
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	9/23/2013	7:30 AM	3	180	1637	18	1	11	546	50	0	57	1	94	0	10	0	4	2612
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	10/5/2010	7:30 AM	4	161	1702	31	4	14	726	39	0	49	4	82	0	6	1	3	2826
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	9/23/2013	5:00 PM	3	65	746	12	8	15	1329	29	0	40	3	163	0	30	2	36	2481
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	10/5/2010	4:45 PM	2	61	886	12	2	6	1475	23	0	39	1	133	0	25	8	19	2692
32700	OLIVE TREE BLVD/MAPL	JOG RD	2/5/2013	7:15 AM	24	13	1848	8	11	11	1415	53	0	235	4	37	0	36	0	23	3718
32700	OLIVE TREE BLVD/MAPL	JOG RD	2/5/2013	5:00 PM	32	45	1430	28	19	26	1874	103	0	86	2	31	0	23	1	7	3707
20350	ORANGE BLVD	COCONUT BLVD	10/7/2014	7:00 AM	0	14	209	4	0	282	36	46	0	150	318	18	0	9	114	415	1615
20350	ORANGE BLVD	COCONUT BLVD	11/29/2011	7:00 AM	0	10	221	3	0	291	34	43	0	147	351	18	0	3	92	397	1610
20350	ORANGE BLVD	COCONUT BLVD	10/7/2014	5:00 PM	0	22	54	3	0	395	257	114	0	57	184	23	5	8	271	375	1768
20350	ORANGE BLVD	COCONUT BLVD	11/29/2011	5:00 PM	0	18	52	3	0	378	187	114	0	59	161	22	0	4	337	318	1653
20325	ORANGE BLVD	SEMINOLE PRATT W	2/18/2015	7:00 AM	0	0	463	240	1	117	271	0	0	0	0	0	0	210	0	53	1355
20325	ORANGE BLVD	SEMINOLE PRATT W	10/7/2014	7:00 AM	0	0	499	215	0	101	302	0	0	0	0	0	0	177	0	41	1335

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
20325	ORANGE BLVD	SEMINOLE PRATT W	9/2/2010	6:30 AM	0	0	376	132	0	82	346	0	0	0	0	0	0	214	0	29	1179
20325	ORANGE BLVD	SEMINOLE PRATT W	3/24/2010	7:00 AM	0	0	355	131	0	68	179	0	0	0	0	0	0	93	0	31	857
20325	ORANGE BLVD	SEMINOLE PRATT W	2/18/2015	5:00 PM	0	0	348	268	0	135	344	0	0	0	0	0	0	321	0	143	1559
20325	ORANGE BLVD	SEMINOLE PRATT W	10/7/2014	5:00 PM	0	0	406	241	0	92	361	0	0	0	0	0	0	320	0	141	1561
20325	ORANGE BLVD	SEMINOLE PRATT W	3/24/2010	5:00 PM	0	0	340	166	0	54	208	0	0	0	0	0	0	223	0	84	1075
20325	ORANGE BLVD	SEMINOLE PRATT W	9/2/2010	5:00 PM	0	0	350	202	1	70	268	0	0	0	0	0	0	256	0	92	1239
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	10/8/2014	7:15 AM	0	33	397	38	0	77	506	1	0	4	151	100	0	13	28	22	1370
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	11/29/2011	7:00 AM	0	24	369	33	0	71	429	0	0	3	189	79	0	15	28	18	1258
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	30	394	24	0	94	463	3	0	2	158	96	0	8	17	20	1309
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	10/8/2014	4:30 PM	0	108	549	20	0	38	493	5	0	2	56	85	0	33	162	41	1592
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	11/29/2011	5:00 PM	0	111	526	30	0	49	513	3	0	2	66	75	0	35	150	46	1606
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	101	564	14	0	41	514	6	0	3	52	94	0	24	136	53	1602
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/2/2014	7:45 AM	1	8	1062	121	5	416	1499	11	0	4	0	3	0	47	1	47	3225
37500	PALM BEACH COMMUNI	CONGRESS AVE	11/7/2012	7:30 AM	0	18	984	177	3	355	1093	16	0	6	2	5	0	30	0	54	2743
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/26/2010	7:30 AM	0	27	1055	187	8	332	1062	29	0	2	0	1	0	23	0	29	2755
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/2/2014	4:30 PM	0	6	1612	51	2	155	1257	7	0	14	0	28	0	67	0	111	3310
37500	PALM BEACH COMMUNI	CONGRESS AVE	11/7/2012	4:45 PM	3	2	1358	62	5	174	1235	0	0	7	0	7	0	114	0	128	3095
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/26/2010	4:30 PM	1	2	1603	66	12	173	1189	7	0	25	0	17	0	121	0	156	3372
29286	PALM BEACH KENNEL C	CONGRESS AVE	9/11/2013	7:45 AM	2	6	465	95	2	56	354	1	0	0	0	1	0	60	0	2	1044
29286	PALM BEACH KENNEL C	CONGRESS AVE	12/8/2010	11:30 AM	5	179	386	41		38	448	48	0	6	0	28	0	38	0	6	1226
29286	PALM BEACH KENNEL C	CONGRESS AVE	9/11/2013	4:45 PM	24	36	479	79	0	61	564	22	0	57	1	98	0	66	0	3	1490
29286	PALM BEACH KENNEL C	CONGRESS AVE	12/8/2010	4:30 PM	15	65	505	53	6	67	620	12	0	53	1	177	0	52	0	0	1626
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/7/2015	7:30 AM	0	189	6	16	0	17	4	63	5	23	2149	44	8	6	1139	2	3671
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/26/2012	7:30 AM	0	207	5	15	0	9	1	29	3	35	1971	51	7	15	967	8	3323
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/7/2015	4:45 PM	0	84	7	16	0	11	5	67	5	87	1469	59	5	28	1893	12	3748
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/26/2012	4:45 PM	0	72	6	19	0	3	2	53	8	69	1116	101	0	18	1804	7	3278
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	3/24/2015	7:30 AM	2	153	707	259	0	112	686	332	0	441	1415	296	6	209	687	79	5384
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	1/10/2013	7:30 AM	0	146	596	252	1	110	457	301	7	385	1444	303	3	152	538	52	4747
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	2/9/2012	7:45 AM	0	190	647	200	0	94	439	286	1	400	1196	248	1	139	555	76	4472
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	4/26/2012	7:30 AM	1	135	537	269	0	99	499	281	2	306	1235	296	2	144	494	63	4363
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	2/7/2011	7:45 AM	0	175	630	276	0	116	512	286	2	289	1228	352	0	136	522	55	4579
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	3/24/2015	4:45 PM	0	271	553	114	1	80	918	581	4	248	632	214	7	306	1357	73	5359
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	1/10/2013	4:30 PM	3	223	534	113	2	84	595	381	3	306	737	211	5	237	1188	80	4702

APPENDIX “B”

TEST 1 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 4
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 319
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 261

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	PROJECT TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	42	2	I	1960	2.12%	YES	YES	
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	38	4D	I	1960	1.95%	YES	YES	
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	6	4D	I	1960	0.33%	YES	NO	
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	6	4D	I	1960	0.33%	YES	NO	
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	48	4D	I	1960	2.44%	YES	YES	
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	48	4D	I	1960	2.44%	YES	YES	
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	22	4D	I	1960	1.14%	NO	NO	
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	12%	38	2	I	880	4.35%	YES	YES	
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	32	2	I	880	3.63%	NO	NO	
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	6	2	I	880	0.73%	YES	NO	
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	6%	19	2	I	880	2.18%	YES	YES	
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	19	2	I	880	2.18%	NO	NO	
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	26	2	I	880	2.90%	NO	NO	

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 84
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 88

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	PROJECT TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	11	2	I	1960	0.58%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	11	4D	I	1960	0.54%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	2	4D	I	1960	0.09%	YES	NO	
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	2	4D	I	1960	0.09%	YES	NO	
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	13	4D	I	1960	0.67%	YES	NO	
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	13	4D	I	1960	0.67%	YES	NO	
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	6	4D	I	1960	0.31%	NO	NO	
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	12%	11	2	I	880	1.20%	YES	YES	
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	9	2	I	880	1.00%	NO	NO	
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	2	2	I	880	0.20%	YES	NO	
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	5	2	I	880	0.60%	YES	NO	
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	5	2	I	880	0.60%	NO	NO	
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	7	2	I	880	0.80%	NO	NO	

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 6
AM PEAK HOUR - TEST 1**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 319
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 281

ROADWAY	FROM	TO	DIRECTION	2015		AM PEAK		SEGMENT	BCKGD	FULL	PHASED	MAJOR	1.0%	APPROVED	TOTAL	2017	2017	CLASS	LOS D	130%	MEETS
				AM PEAK	PROJECT	PROJECT	GROWTH														
				TRAFFIC	DISTRIBUTION	TRIPS	RATE		GROWTH	TRAFFIC	TRAFFIC ⁽¹⁾	PROJECT	GROWTH	PLUS 1.0%	TRAFFIC ⁽²⁾	TRAFFIC	LANES				STD.
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	306	13%	34	1.00%	6	0	0	0	0	6	6	6	346	2	I	880	1144	YES
			WB	99	13%	42	1.00%	2	0	0	0	0	1	1	2	142	2	I	880	1144	YES
SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	NB	508	12%	31	4.50%	48	456	46	29	5	80	80	80	619	4D	I	1960	2548	YES
			SB	535	12%	38	4.50%	50	477	48	29	5	82	82	82	656	4D	I	1960	2548	YES
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	856	15%	48	2.93%	51	906	91	118	9	218	218	218	1121	4D	I	1960	2548	YES
			SB	793	15%	39	2.93%	47	866	87	69	8	164	164	164	996	4D	I	1960	2548	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	633	15%	48	1.00%	13	787	79	109	6	194	194	194	875	4D	I	1960	2548	YES
			SB	951	15%	39	1.00%	19	752	75	78	10	163	163	163	1153	4D	I	1960	2548	YES
NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC 140TH AVENUE		EB	781	12%	31	1.19%	19	364	36	142	8	186	186	186	998	2	I	880	1144	YES
			WB	239	12%	38	1.19%	6	381	38	82	2	122	122	122	400	2	I	880	1144	YES
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC 140TH AVENUE		EB	328	6%	16	1.91%	13	68	7	58	3	68	68	68	412	2	I	880	1144	YES
			WB	254	6%	19	1.91%	10	72	7	51	3	61	61	61	334	2	I	880	1144	YES

Notes:
(1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
(2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
(3) Minto West buildout is 2035.

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 7
PM PEAK HOUR - TEST 1**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 84
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 88

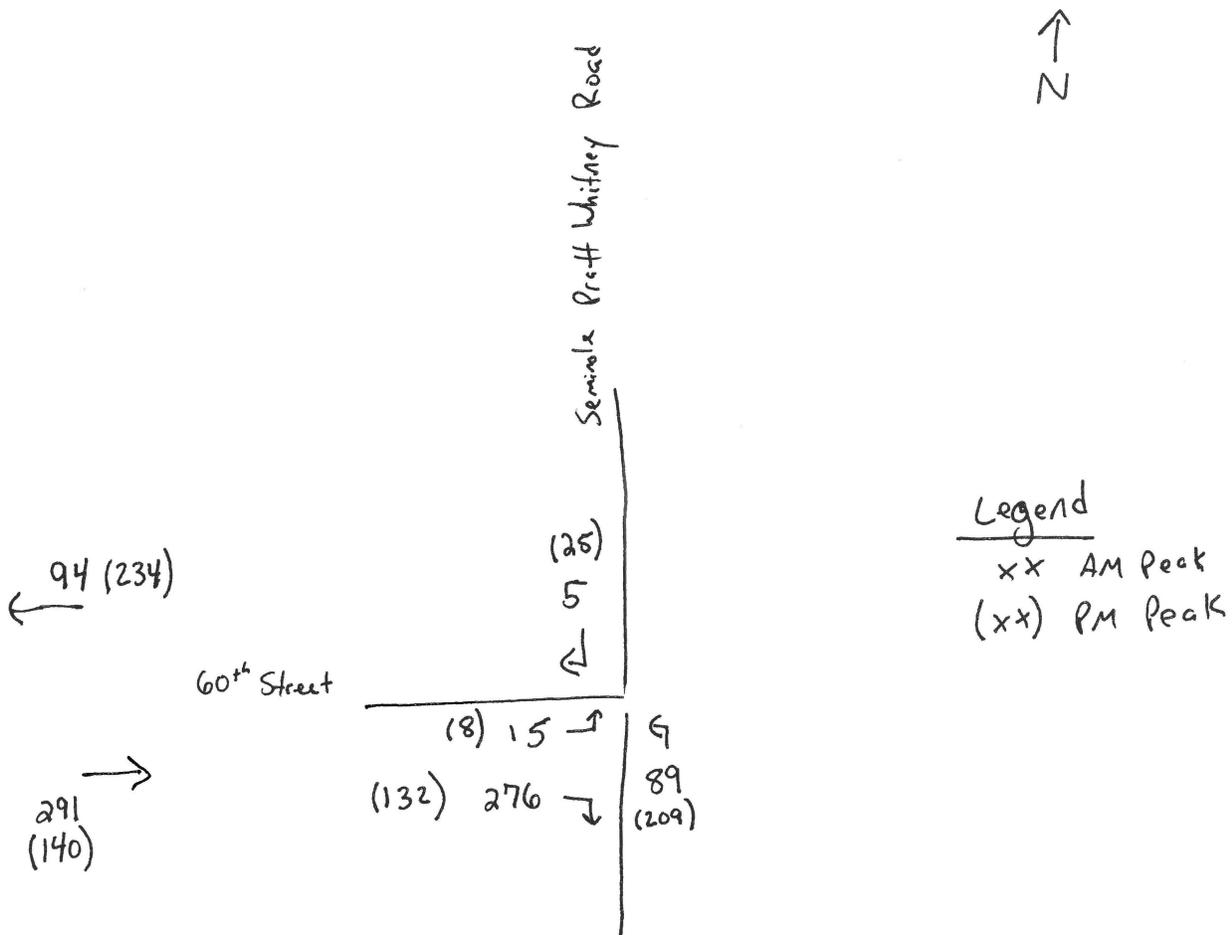
ROADWAY	FROM	TO	DIRECTION	2015		PM PEAK		SEGMENT GROWTH RATE	BCKGD GROWTH	FULL MINTO TRAFFIC	PHASED MINTO TRAFFIC ⁽³⁾		MAJOR PROJECT	1.0% GROWTH PLUS 1.0%	APPROVED PROJECTS	TOTAL BACKGROUND TRAFFIC ⁽²⁾	2017		130% LOS D	MEETS LOS STD.
				PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	PROJECT GROWTH RATE				PHASED MINTO TRAFFIC ⁽³⁾	MAJOR PROJECT					2017 TOTAL TRAFFIC	2017 ASSURED LANES		
NORTHLAKE BOULEVARD	SEMINOLE PRATT	WHITNEY ROAD	EB	264	12%	11	1.19%	6	424	42	133	3	178	178	452	2	I	880	1144	YES
			WB	726	12%	10	1.19%	17	365	37	195	7	239	239	975	2	I	880	1144	YES

Notes:
 (1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
 (2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
 (3) Minto West buildout is 2035.



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 Website: simmonsandwhite.com

JOB NAME: Indian Trails Grove
 JOB NO: 14-096
 BY: _____
 DATE: _____
 SHEET NO: _____ OF: _____



★ Counts collected 10/28/14
 PSCF = 1.04
 Assume 1% Growth Rate
Convert to 2015 Peak season

$$\begin{aligned}
 \text{EB AM} &= 291 \times 1.04 \times 1.01 = 306 \\
 \text{EB PM} &= 140 \times 1.04 \times 1.01 = 147 \\
 \text{WB AM} &= 94 \times 1.04 \times 1.01 = 99 \\
 \text{WB PM} &= 234 \times 1.04 \times 1.01 = 246
 \end{aligned}$$

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2302	PROSPERITY FARMS RD	Hood Rd	Donald Ross Rd	2	9970	9590	8728	9064	8569	2/3/2015	9256	1.98%	648	307	341	870	477	414
4637	PURDY LN	Jog Rd	Haverhill Rd	2	8536	6800	7132	6672	7210	2/23/2015	7658	2.40%	623	217	409	734	423	324
4639	PURDY LN	Haverhill Rd	Military Tr	2	9583	9942	10223		10321	3/11/2015	10281	0.19%	655	414	251	950	441	542
2831	RCA BLVD	Alt A1A	Prosperity Farms Rd	2	9138		9755	8490	9865	4/15/2015	10010	0.86%	695	410	292	915	395	526
6904	RENAISSANCE WAY	Glades Rd	NW 19 ST	2	3991	3734	10271	12768	10970	1/14/2015	13210	8.75%	739	488	288	1159	590	647
1611	ROEBUCK RD	Loxahatchee River Rd	Central Blvd	2	5477	5101	4805	5167	5200	1/14/2015	5520	4.73%	542	257	318	521	252	279
3107	ROEBUCK RD	Jog Rd	Haverhill Rd	2	17913	18386	18395	18295	18539	2/25/2015	19457	1.89%	1743	1013	742	1949	741	1208
3681	ROEBUCK RD	Haverhill Rd	Military Trail	2	8588	9418	9305	9334	9390	2/17/2015	9916	2.14%	1030	563	474	902	413	508
3412	ROYAL PALM BEACH BL	Southern Blvd	Okeechobee Blvd	2	15911	14556	13640	13952	13527	1/12/2015	13973	0.81%	1019	463	556	1246	693	560
3410	ROYAL PALM BEACH BL	Okeechobee Blvd	RPB North City Limi	4D	22123		21426	21996	21384	1/12/2015	20912	-0.81%	1521	465	1087	1847	1116	735
3426	ROYAL PALM BEACH BL	RPB North City Limits	M Canal	4D	16753		14297	14621	14030	1/12/2015	13868	-1.01%	1076	486	621	1302	720	650
2402	ROYAL PALM BEACH BL	M Canal	Orange Blvd	2	15825	15912	15740	16300	15932	1/12/2015	15664	-0.16%	1242	531	743	1434	828	630
3819	ROYAL PALM BRIDGE	County Rd	Olive Ave	4D	20023	22300	21084		29265	2/11/2015	30161	12.68%	2135	1692	485	2573	875	1712
3414	SANSBURYS WAY	Southern Blvd	Belvedere Rd	2	9200	9091	6280	10945	11970	1/6/2015	11057	20.75%	862	467	399	1055	531	551
3454	SANSBURYS WAY	Belvedere Rd	Okeechobee Bl	2	7691	6170	10427	6287	6835	1/6/2015	6607	-14.11%	719	341	388	596	393	229
5802	SEACREST BLVD	23rd Ave	Woolbright Rd	5	21073	20290	20933	19995	20566	2/10/2015	21450	0.82%	1666	729	937	1734	1019	760
5800	SEACREST BLVD	Woolbright Rd	Boynton Beach Blvd	5	13982	12717	12263	12680	11793	2/25/2015	12985	1.93%	889	441	461	1179	752	454
5302	SEACREST BLVD	Boynton Beach Blvd	Gateway Blvd	5	12733	11274	11566	11621	11423	2/25/2015	13215	4.54%	932	380	552	1228	731	506
4806	SEACREST BLVD	Gateway Blvd	Hypoluxo Rd	5	11637	11302	12101	11543	11046	2/25/2015	11738	-1.01%	698	437	279	963	505	464
3420	SEMINOLE PRATT-WHIT	Southern Blvd	Okeechobee Blvd	4D	13922	13133		14444	13400	1/12/2015	14153		1294	437	861	1275	840	447
3424	SEMINOLE PRATT-WHIT	Okeechobee Blvd	Sycamore Dr E	2	16483					3/9/2015	18026		1584	633	951	1580	1035	545

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3442	SEMINOLE PRATT-WHIT	Sycamore Dr E	60TH ST N	4D	16151	16094	15382	16344		1/12/2015	16772	2.93%	1558	856	793	1488	870	626
2408	SEMINOLE PRATT-WHIT	60TH ST N	Orange Bl	4D	14772	12224	12152	12959		1/20/2015	13600	3.82%	1218	664	622	1287	626	665
2406	SEMINOLE PRATT-WHIT	Orange Bl	Northlake Blvd	2	9974	10411	10118	11479	10460	1/20/2015	11577	4.59%	987	508	535	1062	535	527
4644	SHERWOOD FOREST BL	Lake Worth Rd	10th Ave N	2	5767	6068	6461	7391	7699	2/23/2015	7925	7.05%	550	153	401	685	411	309
4654	SHERWOOD FOREST BL	10th Ave N	Cresthaven Blvd	2	7736	7794	7909	8145	8622	2/23/2015	8499	2.43%	678	260	440	759	439	333
4200	SHERWOOD FOREST BL	Cresthaven Blvd	Forest Hill Blvd	2	6348	6576	6431		6751	3/11/2015	7078	3.25%	472	231	241	611	252	376
2615	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	2	13508	12629	12250	11598	13490	3/9/2015	13765	3.96%	1029	525	511	1220	600	633
2807	SILVER BEACH RD	Old Dixie Hwy	US-1	2	11591	12068	10996	10795	11939	3/9/2015	12264	3.70%	851	414	437	1056	511	548
3418	SKEES RD	Okeechobee Bl	Belvedere Rd	2	4956	4436	4743	4673	4663	3/9/2015	4644	-0.70%	370	193	190	402	241	207
3446	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	2	16271			15592	16739	1/27/2015	17402		1369	561	818	1506	877	647
3429	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	4D	18470	19147	19657	20364	21697	1/28/2015	22634	4.81%	1667	768	965	2024	1342	691
3421	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	4D	23838	25586	25823	24709	26986	1/28/2015	25965	0.18%	1664	983	681	2340	1233	1130
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	3/2/2015	16177	5.41%	1282	501	823	1376	846	530
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	1/22/2015	16177	5.41%	1004	407	661	962	634	462
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitn	4D	22490	18663	16681	19744	20081	2/2/2015	21463	8.77%	1794	689	1120	1701	1054	661
3443	SOUTHERN BLVD	Seminole Pratt Whitney	Binks Forest Drive	4D	28630	27143	25048	28400	29957	2/2/2015	30197	6.43%	2566	1357	1247	2405	1213	1192
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	4D	35305	31051	33763	32256	33674	2/25/2015	31648	-2.13%	2622	1422	1208	2639	1321	1318
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwoo	4D	46881	43698	42972	37398	46540	2/25/2015	46151	2.41%	3582	1920	1690	3643	1717	1935
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	6D	54303	54813	53757	56449	55493	2/25/2015	57424	2.22%	4558	2927	1717	4653	2002	2652
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Bl	6D	53158	55124	52734	54435	59036	2/25/2015	55995	2.02%	4371	2840	1625	4563	1989	2609
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	8D	65897	61903	58568	66355	72235	2/25/2015	74163	8.19%	5703	3495	2243	5973	2486	3523

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3602	MILITARY TRL	Westgate Ave	Okeechobee Bl	6D	42578	36734	39392	35177	36563	2/23/2015	37728	-1.43%	2533	1332	1201	2828	1339	1501
3616	MILITARY TRL	Okeechobee Bl	Roebuck Rd	6D	34269	35175	35366	34113	36727	2/17/2015	36386	0.95%	2149	1065	1093	2913	1425	1514
3626	MILITARY TRL	Roebuck Rd	45th St	6D	32197	31998	32821	33187	32680	2/17/2015	33587	0.77%	2748	1742	1006	2940	1167	1773
2612	MILITARY TRL	SR-710	Blue Heron Blvd	6D	27573	29318	28064	28032	30558	3/4/2015	31994	4.47%	2616	1503	1113	2685	1313	1372
2614	MILITARY TRL	Blue Heron Blvd	Investment Lane	6D	27167	57348	26585	26398	27252	3/4/2015	28801	2.70%	2302	1148	1157	2521	1310	1225
2602	MILITARY TRL	Investment Lane	Northlake Blvd	6D	29135	32060	29130	28823	31929	3/4/2015	32036	3.22%	2466	1373	1106	2849	1538	1341
2600	MILITARY TRL	Northlake Blvd	Holly Dr	6D	37391	37834	38770	37207	41055	3/4/2015	40246	1.25%	3138	1926	1288	3563	1701	1891
2606	MILITARY TRL	Holly Dr	PGA Blvd	6D	37111	40510	37122	36393	38816	2/11/2015	40379	2.84%	3106	1606	1543	3749	2043	1706
2624	MILITARY TRL	PGA Blvd	I-95	6D	33368	33876	25043	31537	35018	2/11/2015	36533	13.41%	2983	1212	1784	3229	1575	1654
2604	MILITARY TRL	I-95	Hood Rd	6D	24838	23316	22868	24535	26746	2/11/2015	27257	6.03%	2325	1138	1214	2443	1145	1298
2208	MILITARY TRL	Hood Rd	Donald Ross Rd	6D	24233	23623	21922	24151	24051	2/4/2015	24568	3.87%	2211	1035	1176	2133	992	1141
1602	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	6D	34542	36249	34279	34691	33709	2/4/2015	34822	0.53%	3176	1501	1724	3081	1402	1694
1608	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	6D	30300	30344	30080	29341	25805	2/3/2015	29706	-0.42%	2657	1271	1435	2523	1335	1237
1600	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	6D	24322	25319	23428	24121	23597	1/21/2015	24049	0.88%	1713	826	929	1972	1182	879
4690	MINER RD	Congress Ave	High Ridge Rd	2		6194	6556	6275	6376	2/25/2015	6882	1.63%	844	683	176	680	238	442
2413	NORTHLAKE BLVD	Seminole Pratt Whitney	140th Ave N	2	10074	9998	10085	10618	9872	1/14/2015	10450	1.19%	990	781	239	941	264	726
2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	2			15470	16608	26926	1/14/2015	17476	4.15%	1675	1374	336	1746	439	1314
2411	NORTHLAKE BLVD	Coconut Blvd	Ibis Rd	4D	25889	25292	24919	27078	29522	1/14/2015	28370	4.42%	2935	2480	466	2807	750	2072
2407	NORTHLAKE BLVD	Ibis Rd	Beeline Hwy	4D	32431	32008	33300	31736	33081	1/20/2015	35364	2.02%	3387	2685	740	3264	959	2305
2401	NORTHLAKE BLVD	Beeline Hwy	Ryder Cup Blvd	6D	21045	20680	21248	21186	22680	1/20/2015	20782	-0.74%	1879	1417	481	1854	614	1246
2205	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Bal	6D	30702	29738	30144	30025	30706	1/20/2015	33499	3.58%	2796	2026	773	2952	1175	1828

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3308	OLIVE AVE	S WPB City Limit	Alhambra Pl	2	7044	6198	6302	6408	6728	2/2/2015	23622	55.34%	539	341	200	723	312	411
3308	OLIVE AVE	S WPB City Limit	Alhambra Pl	2	7044	6198	6302	6408	6728	2/3/2015	23622	55.34%	1480	853	627	1653	902	924
3868	OLIVE AVE	Monroe Dr	Belvedere Rd	2	4334	4069	3594	3624		3/2/2015	3510	-0.79%	334	245	92	329	172	189
3864	OLIVE AVE	Belvedere Rd	Okeechobee Bl	2	3908	3528	3578	3190		3/2/2015	3233	-3.32%	388	349	44	302	178	140
3836	OLIVE AVE	Banyan Blvd	Lofin St	2	5109	4931	3268	3033	3077	2/11/2015	3378	1.11%	289		289	291		291
3830	OLIVE AVE	Lofin St	Palm Beach Lakes Bl	2	2955	3234	2395	2807	2015	2/11/2015	2151	-3.52%	242	113	143	188	120	68
2417	ORANGE BLVD	Seminole Pratt Whitney	140th Ave N	2	7292	7731	7608	8875	7987	1/20/2015	8052	1.91%	561	328	254	823	363	463
2409	ORANGE BLVD	140th Ave N	Coconut Blvd	2	8089	7607	8084	8379	8168	1/14/2015	7971	-0.47%	657	486	188	726	304	427
2415	ORANGE BLVD	Coconut Blvd	Royal Palm Beach Bl	2	12613	12384	12548	12925	13120	1/14/2015	12871	0.85%	1112	560	552	1173	576	617
3601	PALM BEACH LAKES BL	Okeechobee Blvd	Village Blvd	6D	31840	31306	31467	31653	33810	2/23/2015	31624	0.17%	2271	1264	1020	2455	1025	1442
3205	PALM BEACH LAKES BL	Village Blvd	I-95	6D	40056	49777	43835	50780	53359	2/23/2015	57087	9.20%	4536	2433	2103	4586	2075	2587
3303	PALM BEACH LAKES BL	I-95	PB Mall Main Entran	6D	43986	42778	41200	46842	55446	2/23/2015	58499	12.40%	4230	2871	1381	4757	1937	2836
3809	PALM BEACH LAKES BL	PB Mall Main Entrance	Congress Ave	6D	41485	41649	42279	43356	45007	2/23/2015	44795	1.95%	3599	2491	1163	3741	1307	2459
3847	PALM BEACH LAKES BL	Congress Ave	Australian Ave	6D	39526	39044	40001	39788	40574	2/23/2015	42040	1.67%	3468	2172	1335	3366	1482	1898
3811	PALM BEACH LAKES BL	Australian Ave	Tamarind Ave	4D	29121	28633	29306	28249	31012	2/11/2015	32081	3.06%	2538	1698	840	2531	1000	1550
3807	PALM BEACH LAKES BL	Tamarind Ave	Dixie Hwy	4D	22220	22891	22945	21160	23513	2/11/2015	22076	-1.28%	1736	1148	595	1834	665	1182
6431	PALMETTO PARK RD	Glades Rd	Ponderosa Dr	4D	12453	12945	13017	13080	14030	1/7/2015	13689	1.69%	1319	845	480	1108	498	633
6409	PALMETTO PARK RD	Ponderosa Dr	SR-7	4D	20370	21034	21429	22903	21872	1/7/2015	23105	2.54%	2047	1505	548	2023	753	1282
6405	PALMETTO PARK RD	SR-7	Lyons Rd	6D	29334	28543	30379	28897	29747	1/14/2015	32587	2.37%	2566	1604	983	2748	1083	1698
6425	PALMETTO PARK RD	Lyons Rd	Boca Rio Rd	6D	42391	39971	41613	41227	41885	1/13/2015	43242	1.29%	3795	2490	1305	3769	1324	2445
6211	PALMETTO PARK RD	Boca Rio Rd	Powerline Rd	6D	47599	45604	45287	44644	47837	1/13/2015	47717	1.76%	4080	2668	1412	4220	1558	2664

APPENDIX “C”

TEST 2 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 8
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 319
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 261

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	42	2	I	1960	2.12%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	38	4D	I	1960	1.95%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	6	4D	I	1960	0.33%	YES	NO	
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	6	4D	I	1960	0.33%	YES	NO	
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	48	4D	I	1960	2.44%	YES	NO	
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	48	4D	I	1960	2.44%	YES	NO	
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	22	4D	I	1960	1.14%	NO	NO	
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	12%	38	4D	I	1960	1.95%	YES	NO	
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	32	4D	I	1960	1.63%	NO	NO	
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	6	2	I	880	0.73%	YES	NO	
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	19	2	I	880	2.18%	YES	NO	
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	19	2	I	880	2.18%	NO	NO	
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	26	2	I	880	2.90%	NO	NO	

**INDIAN TRAILS GROVE
CIVIC SITE 3 - 25.06 ACRES**

07/15/2015

**TABLE 9
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 84
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 88

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	PROJECT TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	11	2	I	1960	0.56%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	NORHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	10	4D	I	1960	0.52%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	2	4D	I	1960	0.09%	YES	NO	
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	2	4D	I	1960	0.09%	YES	NO	
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	13	4D	I	1960	0.65%	YES	NO	
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	13	4D	I	1960	0.65%	YES	NO	
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	6	4D	I	1960	0.30%	NO	NO	
2413	NORHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	12%	10	4D	I	1960	0.52%	YES	NO	
2421	NORHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	8	4D	I	1960	0.43%	NO	NO	
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	2	2	I	880	0.19%	YES	NO	
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	5	2	I	880	0.58%	YES	NO	
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	5	2	I	880	0.58%	NO	NO	
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	7	2	I	880	0.77%	NO	NO	

APPENDIX “D”

COMMITTED PROJECT TRIPS

Input Data

E-W Street: Northlake Blvd COUNT DATE: 2/25/2014
 N-S STREET: Seminole Pratt Whitney Rd CURRENT YEAR: 2014
 TIME PERIOD: AM ANALYSIS YEAR: 2017
 GROWTH RATE: -0.13% PSF: 1
 SIGNAL ID: 17200

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right											
Existing Volume	0	0	0	188	0	19	0	19	782	38	21	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	188	0	19	0	19	782	38	21	0		
Committed Developments														
Minto West	0	NR	0%											
Seminole Orange Plaza	0	0	0	8	0	0	0	0	7	0	0	0	NR	28%
Planet Kids IX - SPW	0	0	0	0	0	13	0	15	0	11	13	0	NR	0%
Total Committed Developments	0	0	0	8	0	13	0	15	7	11	13	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	8	0	13	0	15	7	11	13	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	8	0	13	0	15	7	11	13	0		
Historical Growth	0	0	0	-1	0	0	0	0	-3	0	0	0		
Comm Dev+1% Growth	0	0	0	14	0	14	0	16	31	12	14	0		
Growth Volume Used	0	0	0	14	0	14	0	16	31	12	14	0		
Total Volume	0	0	0	202	0	33	0	35	813	50	35	0		

Input Data

E-W Street: Northlake Blvd COUNT DATE: 2/25/2014
 N-S STREET: Seminole Pratt Whitney Rd CURRENT YEAR: 2014
 TIME PERIOD: PM ANALYSIS YEAR: 2017
 GROWTH RATE: -0.13% PSF: 1
 SIGNAL ID: 17200

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right											
Existing Volume	0	0	0	609	0	42	0	28	247	19	38	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	609	0	42	0	28	247	19	38	0		
Committed Developments														
Minto West	0	NR	0%											
Seminole Orange Plaza	0	0	0	15	0	0	0	0	15	0	0	0	NR	28%
Planet Kids IX - SPW	0	0	0	0	0	12	0	13	0	13	15	0	NR	0%
Total Committed Developments	0	0	0	15	0	12	0	13	15	13	15	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	15	0	12	0	13	15	13	15	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	15	0	12	0	13	15	13	15	0		
Historical Growth	0	0	0	-2	0	0	0	0	-1	0	0	0		
Comm Dev+1% Growth	0	0	0	33	0	13	0	14	22	14	16	0		
Growth Volume Used	0	0	0	33	0	13	0	14	22	14	16	0		
Total Volume	0	0	0	642	0	55	0	42	269	33	54	0		



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 West Palm Beach, FL 33407
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 Website: simmonsandwhite.com

JOB NAME: _____

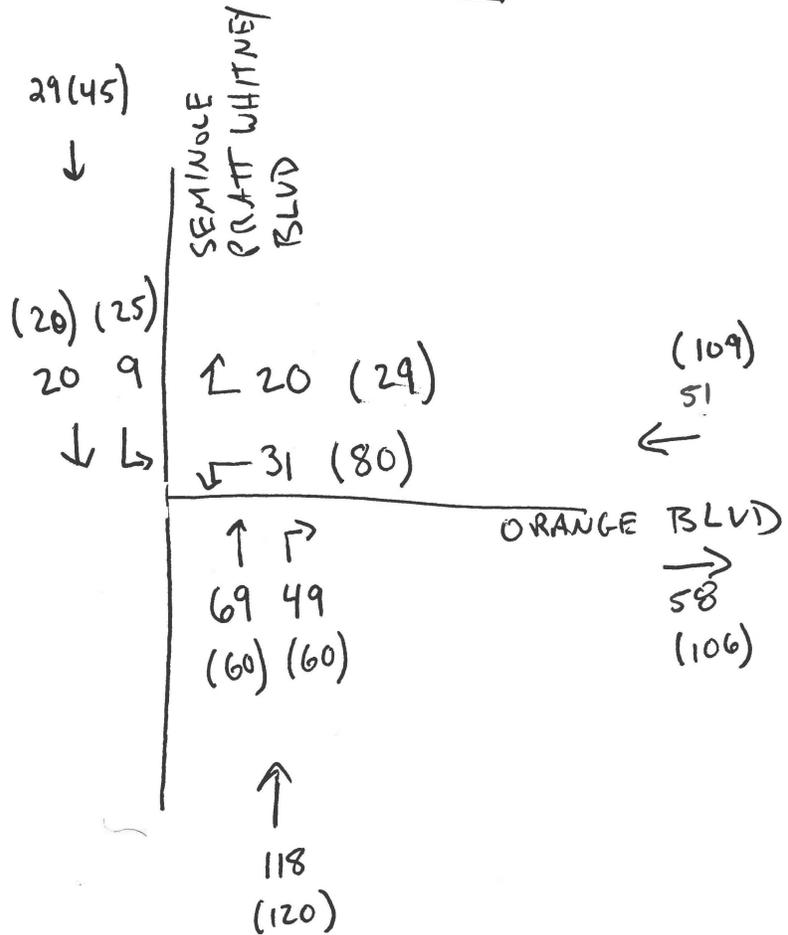
JOB NO: _____

BY: _____

DATE: _____

SHEET NO: _____ OF: _____

Committed Trips from Links



Input Data

ROAD NAME: Seminole Pratt Whitney Rd	STATION: 2406	Report Created: 07/07/2015
CURRENT YEAR: 2014	FROM: Orange Blvd	
ANALYSIS YEAR: 2017	TO: Midpoint	
GROWTH RATE: 0.16%	COUNT DATE: 1/7/2014	
	PSF: 1	

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments	30	14	16	61	31	30	Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes

2L						
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd	STATION: 2406	Report Created: 07/07/2015
CURRENT YEAR: 2014	FROM: Midpoint	
ANALYSIS YEAR: 2017	TO: Northlake Blvd	
GROWTH RATE: 0.16%	COUNT DATE: 1/7/2014	
	PSF: 1	

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments	30	14	16	61	31	30	Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes

2L						
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2408
 CURRENT YEAR: 2013 FROM: 60th St N
 ANALYSIS YEAR: 2017 TO: Orange Blvd
 GROWTH RATE: -4.27% COUNT DATE: 2/13/2013
 PSF: 1

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1080	550	597	1102	510	592
Peak Volume	1080	550	597	1102	510	592
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1080	550	597	1102	510	592

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-173	-88	-96	-177	-82	-95		
Comm Dev+1% Growth	231	140	93	312	141	171		
Growth Volume Used	231	140	93	312	141	171		
Total Volume	1311	690	690	1414	651	763		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3442 Report Created: 07/07/2015
CURRENT YEAR: 2013 FROM: Sycamore Dr
ANALYSIS YEAR: 2017 TO: Persimmon Blvd
GROWTH RATE: -0.56% COUNT DATE: 2/13/2013
PSF: 1

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto-West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-33	-19	-16	-30	-17	-13		
Comm Dev+1% Growth	248	154	99	323	152	171		
Growth Volume Used	248	154	99	323	152	171		
Total Volume	1744	1032	827	1695	933	766		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3442 Report Created: 07/07/2015
CURRENT YEAR: 2013 FROM: Persimmon Blvd
ANALYSIS YEAR: 2017 TO: 60th St N
GROWTH RATE: -0.56% COUNT DATE: 2/13/2013
PSF: 1

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto-West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-33	-19	-16	-30	-17	-13		
Comm Dev+1% Growth	248	154	99	323	152	171		
Growth Volume Used	248	154	99	323	152	171		
Total Volume	1744	1032	827	1695	933	766		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3424
 CURRENT YEAR: 2014 FROM: Okeechobee Blvd
 ANALYSIS YEAR: 2017 TO: Sycamore Dr
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Highland Dunes	116	79	37	124	50	74	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Groves Town Center	22	5	17	77	44	32	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	203	116	87	354	170	182		
Total Committed Residential	116	79	37	124	50	74		
Total Committed Non-Residential	87	37	50	230	120	108		
Double Count Reduction	17	7	9	31	13	19		
Total Discounted Committed Developments	186	109	78	323	157	163		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	186	109	78	323	157	163		
Growth Volume Used	186	109	78	323	157	163		
Total Volume	186	109	78	323	157	163		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: 140th Ave N
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments	Link Analysis						Type	% Complete
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Florida Research Park	51	45	7	64	12	52	NR	15%
Pratt Whitney	39	34	5	39	5	34	NR	30%
Seminole Orange Plaza	15	7	8	31	15	15	NR	28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	77	41	36	145	70	75	NR	0%
Bayhill Commons	18	4	15	24	18	7	NR	0%
Total Committed Developments	224	142	84	328	133	195		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	224	142	84	328	133	195		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	224	142	84	328	133	195		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	253	167	90	355	141	215		
Growth Volume Used	253	167	90	355	141	215		
Total Volume	1211	989	292	1240	398	874		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Seminole Pratt Whitney Rd
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments	Link Analysis						Type	% Complete
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Florida Research Park	51	45	7	64	12	52	NR	15%
Pratt Whitney	39	34	5	39	5	34	NR	30%
Seminole Orange Plaza	15	7	8	31	15	15	NR	28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	77	41	36	145	70	75	NR	0%
Bayhill Commons	18	4	15	24	18	7	NR	0%
Total Committed Developments	224	142	84	328	133	195		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	224	142	84	328	133	195		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	224	142	84	328	133	195		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	253	167	90	355	141	215		
Growth Volume Used	253	167	90	355	141	215		
Total Volume	1211	989	292	1240	398	874		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

ROAD NAME: Orange Blvd
 CURRENT YEAR: 2014
 ANALYSIS YEAR: 2017
 GROWTH RATE: 1.09%

Input Data
 STATION: 2417
 FROM: MIDPOINT
 TO: 140th Ave N
 COUNT DATE: 1/21/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	69	35	34	134	66	67		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	69	35	34	134	66	67		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	69	35	34	134	66	67		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	84	44	41	161	79	81		
Growth Volume Used	84	44	41	161	79	81		
Total Volume	582	336	287	1037	498	538		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

ROAD NAME: Orange Blvd
 CURRENT YEAR: 2014
 ANALYSIS YEAR: 2017
 GROWTH RATE: 1.09%

Input Data
 STATION: 2417
 FROM: Seminole Pratt Whitney Rd
 TO: MIDPOINT
 COUNT DATE: 1/21/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	70	37	33	143	71	72	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	109	58	51	216	106	109		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	109	58	51	216	106	109		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	109	58	51	216	106	109		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	124	67	58	243	119	123		
Growth Volume Used	124	67	58	243	119	123		
Total Volume	622	359	304	1119	538	580		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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Certificate of Authorization Number 3452



TRAFFIC GENERATION STATEMENT

INDIAN TRAILS GROVE CIVIC SITE 4
19.94 ACRES – DISTRICT PARK
PALM BEACH COUNTY, FLORIDA

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

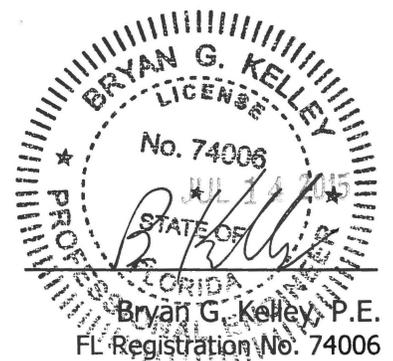


TABLE OF CONTENTS

1.0	SITE DATA	2
2.0	TRAFFIC GENERATION	3
3.0	SITE RELATED IMPROVEMENTS.....	3
4.0	CONCLUSION	3

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 4 dedication consisting of 19.94 acres. Civic Site 4 is being dedicated for a future district park. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection to an internal east-west connector road. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

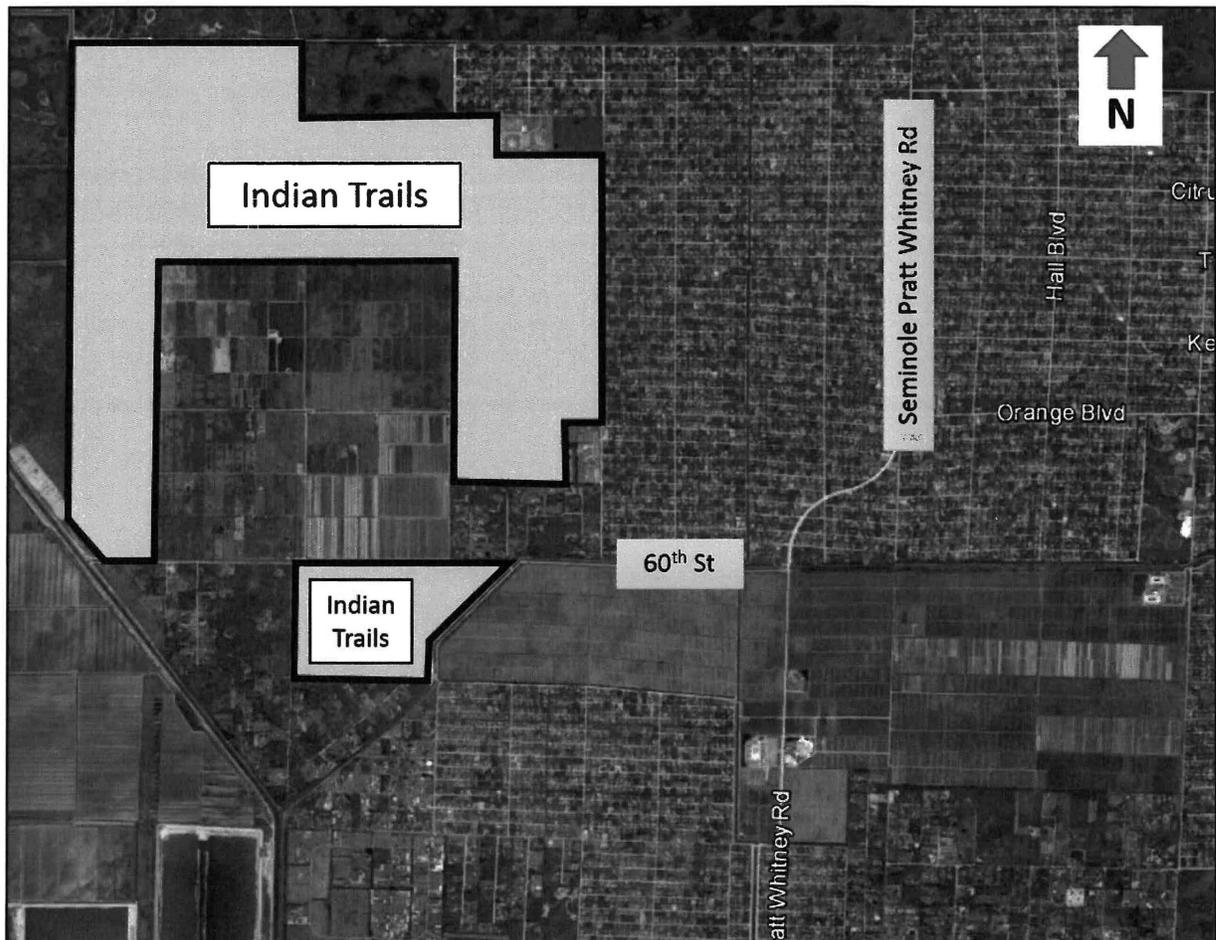


Figure 1 – Overall Indian Trails Grove Site Location

Source: Google 2014 ©

2.0 TRAFFIC GENERATION

The traffic to be generated by the proposed Civic Site 4 has been calculated in accordance with the ITE Trip Generation Manual, 9th Edition as shown in Tables 1, 2 and 3. Table 1 shows the daily traffic generation associated with the proposed plan of development. Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively. The traffic to be generated by the proposed plan of development consisting of a 19.94 acre district park may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	91 tpd
AM Peak Hour Traffic Generation (IN/OUT)	=	3 pht (2 IN/1 OUT)
PM Peak Hour Traffic Generation (IN/OUT)	=	4 pht (2 IN/2 OUT)

3.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance for the proposed site with no reduction for pass-by credits are shown in Tables 2 and 3 attached with this report and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM =	2 / 1
PM =	2 / 2

As previously mentioned, site access will consist of a driveway connection to an internal east-west connector roadway. Based on the Palm Beach County Engineering guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, turn lanes are not warranted.

4.0 CONCLUSION

As shown in Tables 1, 2 and 3, the proposed development is expected to generate 91 daily trips, 3 AM peak hour trips, and 4 PM peak hour trips at project build-out of 2017. The minor increase in peak hour trips will have an insignificant impact on the surrounding roadways and is therefore approvable with regard to the Palm Beach County Traffic Performance Standards. Because the modification results in an increase of less than 20 peak hour trips, additional analysis is not required.

**INDIAN TRAILS GROVE
CIVIC SITE 4 - 19.94 ACRES**

07/15/2015

PROPOSED USE - DISTRICT PARK

TABLE 1 - Daily 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	%	Trips	In	Out	Total
Regional Park	417	19.94	Acres	4.57			91			0			91		0				91
Grand Totals:							91			0			91		0				91

TABLE 2 - 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
Regional Park	417	19.94	Acres	0.15	0.57	0.43	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
Grand Totals:							2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3

TABLE 3 - 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
Regional Park	417	19.94	Acres	0.2	0.45	0.55	2	2	4	0.0%	0	0	0	2	2	4	0%	0	2	2	4
Grand Totals:							2	2	4	0.0%	0	0	0	2	2	4	0%	0	2	2	4

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	6:30 AM	0	88	481	0	0	0	681	3	0	2	0	340	0	0	0	0	1595
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	5:00 PM	0	209	646	0	0	0	489	25	0	8	0	132	0	0	0	0	1509
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	4:45 PM	0	139	596	0	0	0	412	17	0	10	0	97	0	0	0	0	1271
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	4:30 PM	0	146	582	0	0	0	378	19	0	14	0	147	0	0	0	0	1286
37875	6TH AVE S	A ST	11/19/2014	7:00 AM	0	130	70	14	4	63	97	188	4	198	563	22	1	17	840	28	2239
37875	6TH AVE S	A ST	9/19/2013	7:30 AM	0	123	64	21	0	43	47	123	3	123	647	78	0	19	746	22	2059
37875	6TH AVE S	A ST	11/14/2012	7:00 AM	0	125	108	17	0	39	84	216	2	195	634	69	0	28	751	42	2310
37875	6TH AVE S	A ST	9/7/2010	7:00 AM	0	103	85	17	0	40	74	178	2	147	531	57	1	9	627	39	1910
37875	6TH AVE S	A ST	11/19/2014	4:45 PM	0	121	81	13	0	66	74	149	0	210	1207	60	3	18	968	21	2991
37875	6TH AVE S	A ST	9/17/2013	4:30 PM	0	103	61	12	0	59	66	151	0	217	831	102	0	21	735	43	2401
37875	6TH AVE S	A ST	11/14/2012	5:00 PM	0	123	71	29	0	33	103	158	4	158	843	88	4	34	591	45	2284
37875	6TH AVE S	A ST	9/7/2010	4:45 PM	0	110	68	16	0	32	77	140	3	181	799	88	2	25	579	59	2179
37900	6TH AVE S	DIXIE HWY	4/28/2015	7:30 AM	0	200	295	25	2	47	370	145	0	169	227	185	0	36	293	32	2026
37900	6TH AVE S	DIXIE HWY	11/15/2012	7:15 AM	0	182	335	48	0	39	277	122	0	168	231	141	0	54	256	34	1887
37900	6TH AVE S	DIXIE HWY	9/22/2010	7:15 AM	0	167	230	15	0	34	213	119	0	138	185	140	0	17	207	30	1495
37900	6TH AVE S	DIXIE HWY	4/28/2015	5:00 PM	0	262	484	25	0	46	488	180	0	255	272	226	0	27	151	8	2424
37900	6TH AVE S	DIXIE HWY	11/15/2012	4:30 PM	0	215	454	51	0	57	481	228	0	235	238	211	0	79	195	43	2487
37900	6TH AVE S	DIXIE HWY	9/22/2010	5:00 PM	0	227	369	22	0	45	409	193	0	162	220	228	0	15	160	37	2087
37850E	6TH AVE S	I-95 EAST	4/2/2015	7:15 AM	0	661	0	442	0	0	0	0	0	665	736	0	0	0	755	467	3726
37850E	6TH AVE S	I-95 EAST	11/19/2014	7:15 AM	0	627	0	516	0	0	0	0	0	640	694	0	0	0	731	438	3646
37850E	6TH AVE S	I-95 EAST	11/14/2012	7:15 AM	0	599	0	352	0	0	0	0	0	643	535	0	0	0	686	373	3188
37850E	6TH AVE S	I-95 EAST	1/31/2012	7:15 AM	0	544	0	326	0	0	0	0	3	538	476	0	0	0	612	320	2819
37850E	6TH AVE S	I-95 EAST	10/4/2010	7:15 AM	0	553	0	338	0	0	0	0	0	488	509	0	0	0	586	326	2800
37850E	6TH AVE S	I-95 EAST	3/3/2010	7:45 AM	0	543	0	295	0	0	0	0	0	419	509	0	0	0	609	288	2663
37850E	6TH AVE S	I-95 EAST	4/2/2015	4:45 PM	0	967	0	699	0	0	0	0	1	515	797	0	0	0	793	350	4122
37850E	6TH AVE S	I-95 EAST	11/19/2014	4:45 PM	0	931	0	769	0	0	0	0	0	494	870	0	0	0	726	354	4144
37850E	6TH AVE S	I-95 EAST	11/14/2012	4:45 PM	0	741	0	679	0	0	0	0	0	443	784	0	0	0	731	330	3708
37850E	6TH AVE S	I-95 EAST	1/31/2012	4:30 PM	0	765	0	516	0	0	0	0	4	400	691	0	0	0	778	272	3426
37850E	6TH AVE S	I-95 EAST	10/4/2010	4:30 PM	0	747	0	548	0	0	0	0	0	390	667	0	0	0	675	239	3266
37850E	6TH AVE S	I-95 EAST	3/3/2010	4:45 PM	0	818	0	504	0	0	0	0	0	303	666	0	0	0	672	281	3244
37850W	6TH AVE S	I-95 WEST	4/2/2015	7:45 AM	0	0	0	0	0	289	0	506	0	0	817	759	0	560	783	0	3714
37850W	6TH AVE S	I-95 WEST	11/19/2014	7:15 AM	0	0	0	0	0	318	0	553	0	0	1013	577	0	574	770	0	3805
37850W	6TH AVE S	I-95 WEST	11/14/2012	7:15 AM	0	0	0	0	0	328	0	466	0	0	809	659	0	522	797	0	3581

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22400	45TH ST	NORTH SHORE DR	4/12/2011	4:30 PM	0	148	21	36	0	31	0	67	40	24	1105	116	4	64	1728	39	3423
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	7:30 AM	0	26	13	115	0	229	11	93	0	106	2477	56	29	150	1473	370	5148
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	7:30 AM	0	41	7	79	0	254	7	80	7	131	1975	99	10	172	1419	316	4597
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	7:30 AM	0	25	6	55	0	160	14	59	0	66	2159	93	7	226	1273	326	4469
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	5:00 PM	0	72	9	141	0	467	8	169	19	81	1706	47	15	116	2173	84	5107
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	5:00 PM	0	71	8	134	0	479	9	175	15	81	1672	51	15	103	2151	98	5062
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	4:45 PM	0	67	22	153	1	406	29	131	0	85	1697	38	8	154	1901	102	4794
22350	45TH ST	VILLAGE BLVD	2/24/2015	7:30 AM	0	108	79	527	0	35	9	48	3	263	1628	64	1	304	1241	165	4475
22350	45TH ST	VILLAGE BLVD	12/4/2013	7:15 AM	0	110	99	861	0	39	14	56	10	217	1503	88	0	259	1208	157	4621
22350	45TH ST	VILLAGE BLVD	1/28/2013	7:30 AM	0	108	195	757	0	59	18	77	5	178	1732	47	0	266	1220	234	4896
22350	45TH ST	VILLAGE BLVD	8/30/2011	7:30 AM	0	89	101	698	0	41	16	35	2	194	1465	75	0	199	841	173	3929
22350	45TH ST	VILLAGE BLVD	3/18/2010	7:30 AM	0	107	107	734	0	34	35	26	4	217	1555	79	0	268	1007	134	4307
22350	45TH ST	VILLAGE BLVD	2/25/2015	4:45 PM	0	100	36	402	0	272	111	266	10	81	1502	138	5	555	1843	35	5356
22350	45TH ST	VILLAGE BLVD	12/4/2013	5:00 PM	0	118	34	472	0	313	96	258	15	85	1257	134	0	564	1496	40	4882
22350	45TH ST	VILLAGE BLVD	1/28/2013	4:45 PM	0	99	56	424	0	297	103	255	9	73	1565	72	2	523	1602	62	5142
22350	45TH ST	VILLAGE BLVD	8/30/2011	4:30 PM	1	94	34	394	0	240	110	170	4	107	1035	131	2	401	1277	61	4061
22350	45TH ST	VILLAGE BLVD	3/18/2010	4:45 PM	0	119	40	455	0	167	207	238	9	67	1239	160	5	455	1543	90	4794
22340	45TH ST	WAL-MART	11/7/2013	7:30 AM	0	3	0	1	0	136	0	35	5	17	1747	2	58	5	1224	75	3308
22340	45TH ST	WAL-MART	3/22/2011	7:45 AM	0	2	0	2	0	125	0	26	4	22	1693	1	37	1	1032	70	3015
22340	45TH ST	WAL-MART	11/7/2013	12:30 PM	0	1	0	1	0	226	1	63	4	29	995	0	41	4	1161	128	2654
22340	45TH ST	WAL-MART	3/22/2011	12:00 PM	0	2	0	1	0	206	0	59	8	35	1004	0	52	2	1112	193	2674
22340	45TH ST	WAL-MART	11/6/2013	5:00 PM	0	3	1	3	0	223	0	111	7	44	1291	1	35	0	1763	155	3637
22340	45TH ST	WAL-MART	3/22/2011	4:45 PM	0	1	0	3	2	218	0	83	3	45	1109	1	51	0	1656	121	3293
22385	45TH STREET	SOUTH PLACE	11/12/2013	7:15 AM	0	33	0	6	0	8	0	27	2	12	2443	66	1	14	1383	2	3997
22385	45TH STREET	SOUTH PLACE	4/12/2011	7:30 AM	0	51	0	10	0	10	0	19	5	10	2174	91	2	9	1344	4	3729
22385	45TH STREET	SOUTH PLACE	11/12/2013	4:30 PM	0	145	4	25	1	9	0	11	3	26	1364	41	7	15	1961	4	3616
22385	45TH STREET	SOUTH PLACE	4/12/2011	4:30 PM	2	65	9	13	0	8	0	21	3	25	1548	40	6	10	2034	9	3793
22075	60TH ST N	ROYAL PALM BEACH	11/14/2015	7:45 AM	0	4	386	4	0	389	351	0	0	1	23	5	0	4	7	101	1275
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	10	377	0	0	39	694	4	0	2	0	9	0	4	3	6	1148
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	5:00 PM	0	0	389	4	0	129	428	0	0	0	12	5	0	8	37	457	1469
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	5	856	2	0	8	615	1	0	1	1	4	0	2	0	10	1505
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	6:30 AM	0	89	480	0	0	0	801	5	0	15	0	276	0	0	0	0	1666
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	7:15 AM	0	103	428	0	0	0	458	21	0	15	1	269	0	0	0	0	1295

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TRAFFIC IMPACT STATEMENT

**INDIAN TRAILS GROVE CIVIC SITE 5
14.89 ACRES
PALM BEACH COUNTY, FLORIDA**

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

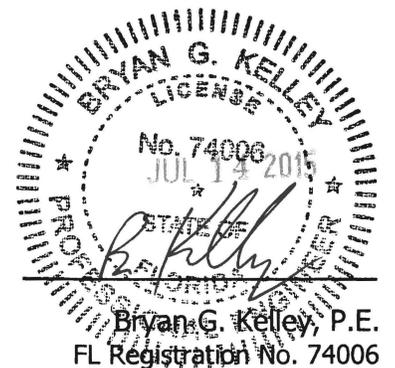


TABLE OF CONTENTS

1.0 SITE DATA.....	3
2.0 PURPOSE OF STUDY.....	4
3.0 TRAFFIC GENERATION.....	5
4.0 RADIUS OF DEVELOPMENT INFLUENCE.....	5
5.0 EXISTING TRAFFIC.....	6
6.0 INTERSECTION ANALYSIS TEST 1 – PART 1.....	6
7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2.....	7
8.0 TEST 2 – FIVE YEAR ANALYSIS.....	7
9.0 SITE RELATED IMPROVEMENTS.....	8
10.0 CONCLUSION.....	8

Appendices

INTERSECTION ANALYSIS.....	APPENDIX A
TEST 1 - LINK ANALYSIS.....	APPENDIX B
TEST 2 – LINK ANALYSIS.....	APPENDIX C
COMMITTED PROJECT TRIPS.....	APPENDIX D

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 5 dedication consisting of 14.89 acres. Civic Site 5 is being dedicated for a future elementary school. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection the east-west internal connector roadway. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

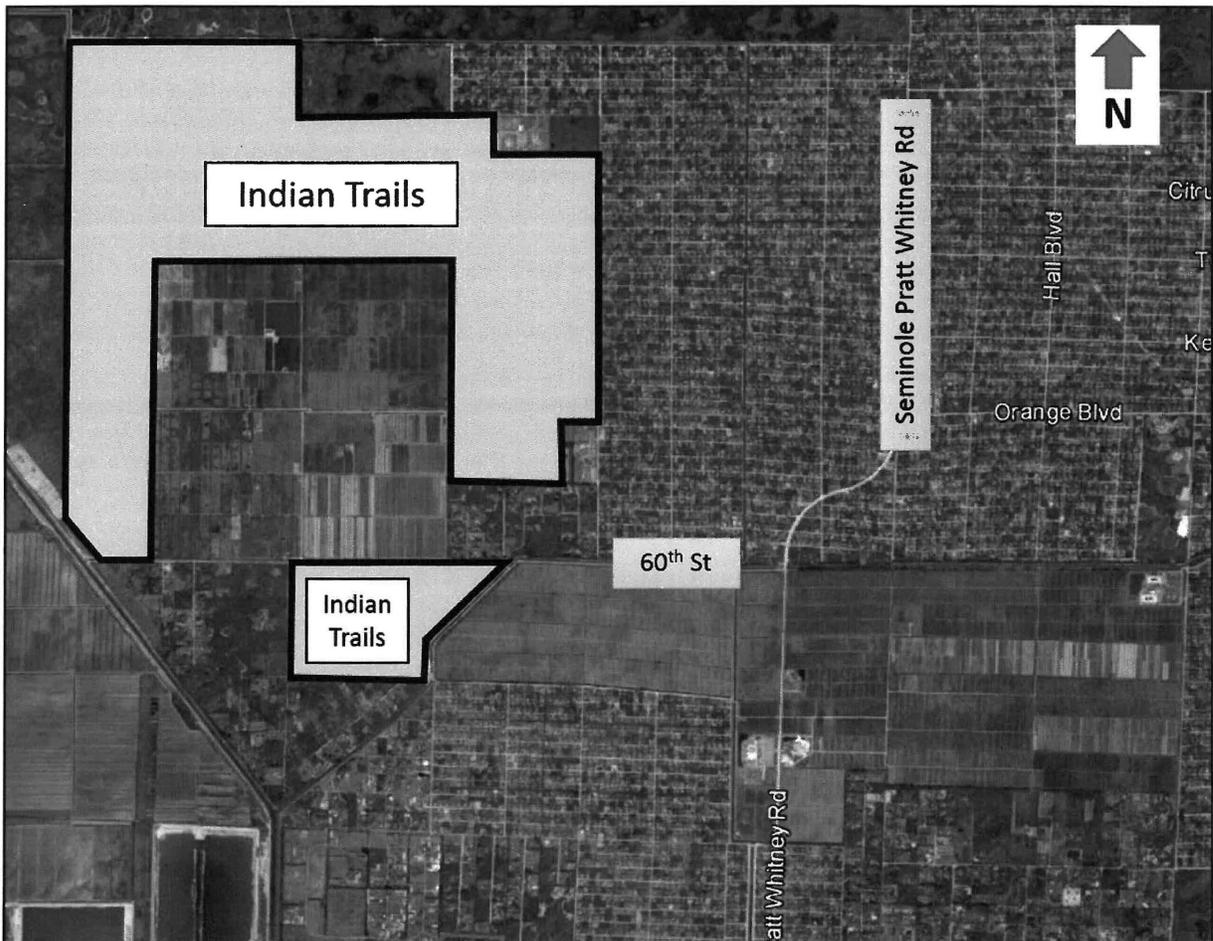


Figure 1 – Overall Indian Trails Grove Site Location
Source: Google 2014 ©

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence, which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence, which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence. This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The traffic to be generated by the proposed development was calculated in accordance with the traffic generation rates published on the Palm Beach County traffic division webpage. Tables 1, 2 and 3 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the proposed development, respectively. Based on the proposed plan of development consisting of an 800 student elementary school, the traffic generation for the proposed development may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	1,032 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	360 pht (198 pht/162 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	120 pht (59 pht/61 pht)

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 360 peak hour trips, the radius of development influence shall be two miles.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS “D” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS “E” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “E” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing A.M. and P.M. peak hour traffic volumes for the links within the project's radius of development influence were available from the Palm Beach County Engineering Traffic Division.

Background traffic, consisting of historical growth allowances furnished by Palm Beach County, major project traffic, and anticipated development in the area was also considered. The individual, link specific growth rates are based on both 2012 and 2015 peak season traffic. The 2015 total traffic on each link has been calculated using a 1.0% growth rate for each link and all approved but un-built traffic listed in the Approved Project Database summary tables received from the Palm Beach County Engineering Traffic Division.

The project is expected to be built-out in 2017 and background traffic was projected to that time. Please refer to Tables 4, 5, and 6 of Appendix "B". A detailed analysis of all approved but unbuilt traffic within the project's radius of development influence has been performed and can be seen in Appendix "D" attached with this report.

6.0 INTERSECTION ANALYSIS TEST 1 – PART 1

The development of the subject parcel is not anticipated to result in excess of ten percent of total traffic on an average peak hour total traffic basis leading to any signalized intersection. However, as a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, the following intersections must be analyzed:

1. 60th Street and Seminole Pratt Whitney Road
2. Orange Boulevard and Seminole Pratt Whitney Road
3. Northlake Boulevard and Seminole Pratt Whitney Road

A detailed analysis of these intersections have been performed and can be seen in Appendix "A" attached with this report. The above referenced intersections have been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. As the results in the Intersection Analysis (attached as Appendix "A") show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume for intersections of 1400 vph (1820 when considering the 130% exceedance allowed for schools) for the subject intersections:

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>A.M.</u>	<u>P.M.</u>
60 th Street and Seminole Pratt Whitney Road	1118	766
Orange Blvd and Seminole Pratt Whitney Rd	689	836
Northlake Blvd and Seminole Pratt Whitney Rd	875	440

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links within the project's radius of development influence and can be seen in the Project Distribution Figure attached with this report.

Tables 4 and 5 show the project's A.M. peak hour and P.M. peak hour project assignment as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service "D" have been outlined as links with significant project assignment. Based on the projected total A.M. and P.M. peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence as shown in Table 6, this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence. Note that the 130% LOS capacity exceedance allowed for schools has been included in Tables 6.

8.0 TEST 2 – FIVE YEAR ANALYSIS

As shown in Tables 7 and 8 within Appendix "C", none of the roadway links within the project's radius of development influence have significant project assignment. For Test 2, a roadway link is considered significant impacted if the project assignment is greater than 3% of the applicable level of service standard for a roadway within the project radius of influence or greater than 5% of the applicable level of service standard for a roadway outside of the project radius of influence. This project therefore meets the requirements of "Test Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

9.0 SITE RELATED IMPROVEMENTS

The A.M. and P.M. peak hour turning movement volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 2 and 3 attached with this report. The following summary applies:

		DIRECTIONAL DISTRIBUTION (TRIPS IN / OUT)
A.M. Peak Hour	=	198 / 162
P.M. Peak Hour	=	59 / 61

As previously mentioned, site access is proposed via the internal east-west connector roadway. Based on 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, a left turn and/or right turn lane may be warranted. However, the need for turn lanes will be further evaluated at the time of site plan submittal for Civic Site 5.

10.0 CONCLUSION

The proposed development is expected to generate a total of 1,032 net trips per day, 360 A.M. peak hour trips and 120 P.M. peak hour trips at project build-out in 2017. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-out Test as required by the Palm Beach County Traffic Performance Standards and demonstrated in this analysis.

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

PROPOSED USE - 800 STUDENT ELEMENTARY SCHOOL

TABLE 1 - Daily Traffic Generation

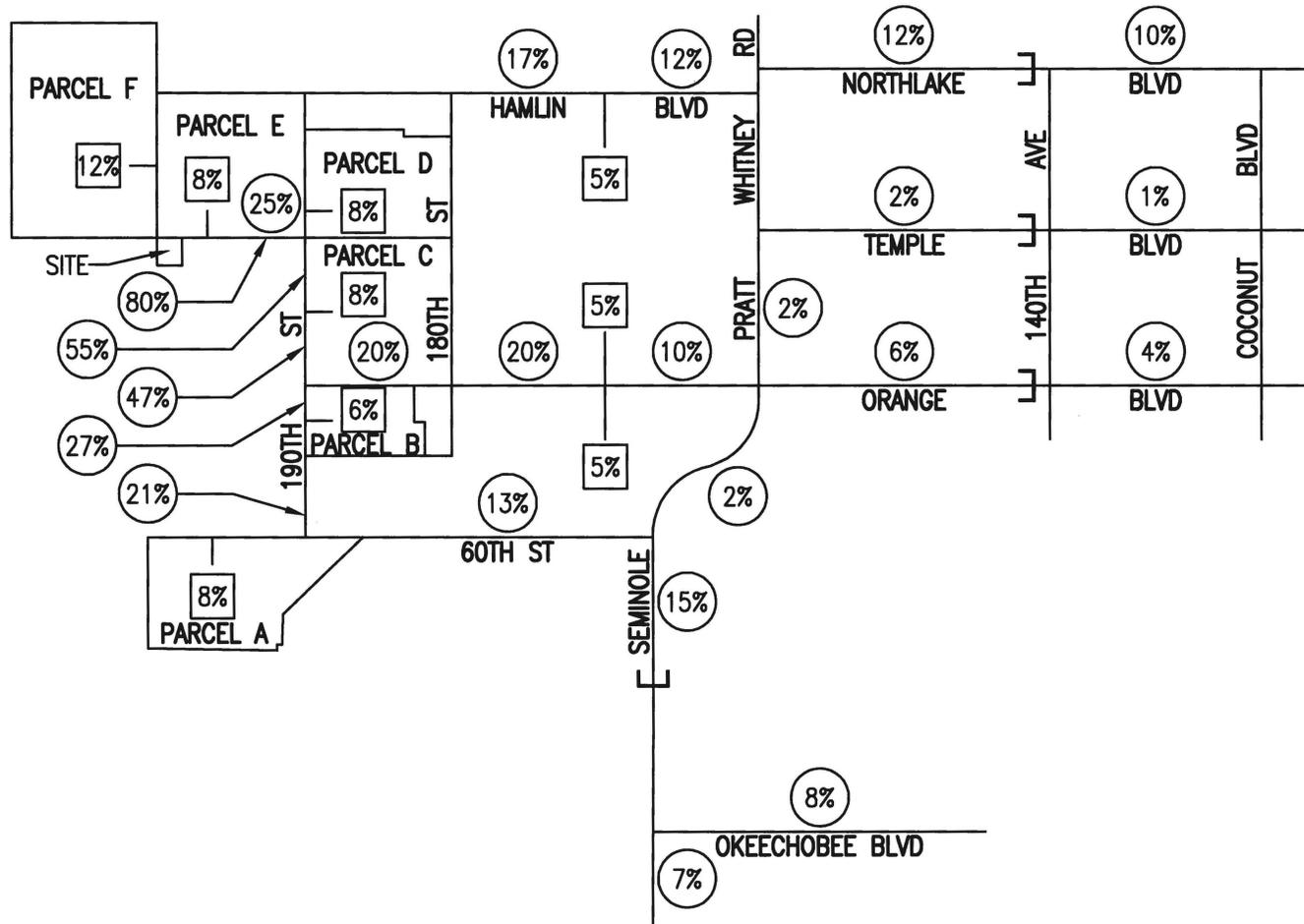
Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips		Pass-by		Net Trips				
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total			
Elementary School	520	800	Students	1.29						1,032			0								1,032
		Grand Totals:								1,032			0								1,032

TABLE 2 - 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
Elementary School	520	800	Students	0.45	0.55	0.45	198	162	360	0.0%	0	0	0	198	162	360	0%	0	198	162	360
		Grand Totals:					198	162	360	0.0%	0	0	0	198	162	360	0%	0	198	162	360

TABLE 3 - 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
Elementary School	520	800	Students	0.15	0.49	0.51	59	61	120	0.0%	0	0	0	59	61	120	0%	0	59	61	120
		Grand Totals:					59	61	120	0.0%	0	0	0	59	61	120	0%	0	59	61	120



LEGEND

 2-MILE RADIUS OF INFLUENCE FROM SEMINOLE PRATT WHITNEY RD

 15% TRIP DISTRIBUTION

 8% TRIP DROP-OFF TO RESIDENTIAL AREAS

PROJECT DISTRIBUTION

INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES

14-096 BK 07-15-15

APPENDIX “A”

INTERSECTION ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

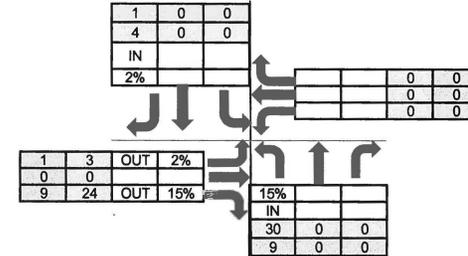
07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 5 - 14.89 ACRES
SEMINOLE PRATT WHITNEY ROAD AND 60TH STREET**

INPUT DATA			
Growth Rate = 1.0%	Peak Season = 1.04	Current Year = 2014	Buildout Year = 2017

AM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2014)	89	480	0	0	801	5	15	0	276	0	0	0
Peak Season Adjustment	4	19	0	0	32	0	1	0	11	0	0	0
Background Traffic Growth	3	15	0	0	25	0	0	0	9	0	0	0
1.0% Background Growth	3	15	0	0	25	0	0	0	9	0	0	0
Major Projects Traffic	0	209	0	0	156	0	0	0	0	0	0	0
Background Traffic Growth Used	3	15	0	0	25	0	0	0	9	0	0	0
Project Traffic	30	0	0	0	4	3	0	24	0	0	0	0
Total	125	514	0	0	858	9	19	0	320	0	0	0
Approach Total	640			868			339			0		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Per Lane Volume	125	514	0	0	858	9	19	0	320	0	0	0
Right on Red			0			60			60			0
Overlaps Left			0			19			125			0
Adj. Per Lane Volume	125	514	0	0	858	0	19	0	134	0	0	0
Through/Right Volume		514			858				134			0
Opposing Left Turns		0			125				0			19
Critical Volume for Approach		514			984				134			19
Critical Volume for Direction					984				134			19
Intersection Critical Volume	1,118											
STATUS?	UNDER											

TRIPS		
	IN	OUT
AM	198	162
PM	59	61



PM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2014)	209	646	0	0	489	25	8	0	132	0	0	0
Peak Season Adjustment	8	26	0	0	20	1	0	0	5	0	0	0
Background Traffic Growth	7	20	0	0	15	1	0	0	4	0	0	0
1.0% Background Growth	7	20	0	0	15	1	0	0	4	0	0	0
Major Projects Traffic	0	192	0	0	209	0	0	0	0	0	0	0
Background Traffic Growth Used	7	20	0	0	15	1	0	0	4	0	0	0
Project Traffic	9	0	0	0	0	1	1	0	9	0	0	0
Total	233	692	0	0	524	28	10	0	150	0	0	0
Approach Total	925			552			160			0		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Per Lane Volume	233	692	0	0	524	28	10	0	150	0	0	0
Right on Red			0			60			60			0
Overlaps Left			0			10			233			0
Adj. Per Lane Volume	233	692	0	0	524	0	10	0	0	0	0	0
Through/Right Volume		692			524				0			0
Opposing Left Turns		0			233				0			10
Critical Volume for Approach		692			757				0			10
Critical Volume for Direction					757				10			10
Intersection Critical Volume	766											
STATUS?	UNDER											

Note: Major project traffic from link analysis (includes Minto West trips)

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

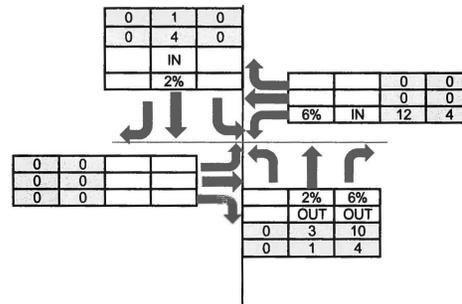
07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 5 - 14.89 ACRES
SEMINOLE PRATT WHITNEY ROAD AND ORANGE BOULEVARD**

INPUT DATA			
Growth Rate =	1.0%	Peak Season =	1.00
Current Year =	2015	Buildout Year =	2017

AM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	463	240	118	271	0	0	0	0	210	0	53
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	9	5	2	5	0	0	0	0	4	0	1
1.0% Background Growth	0	9	5	2	5	0	0	0	0	4	0	1
Minto Traffic Full	0	456	68	0	477	0	0	0	0	72	0	0
Minto Traffic Phased (2/20)	0	46	7	0	48	0	0	0	0	7	0	0
Major Projects Traffic	0	69	49	9	20	0	0	0	0	31	0	20
Background Traffic Growth Used	0	124	61	11	73	0	0	0	0	42	0	21
Project Traffic	0	3	10	0	4	0	0	0	0	12	0	0
Total	0	590	311	129	348	0	0	0	0	264	0	74
Approach Total	901			478			0			338		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	2	1	1	1	0	0	0	0	1	0	1
Per Lane Volume	0	295	311	129	348	0	0	0	0	264	0	74
Right on Red			60			60			60			60
Overlaps Left			264			0			0			129
Adj. Per Lane Volume	0	295	0	129	348	0	0	0	0	264	0	0
Through/Right Volume		295			348				0			0
Opposing Left Turns		129			0			264				0
Critical Volume for Approach		425			348			264				0
Critical Volume for Direction			425						264			
Intersection Critical Volume	689											
STATUS?	UNDER											

TRIPS		
	IN	OUT
AM	198	162
PM	59	61



PM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	348	268	135	344	0	0	0	0	321	0	143
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	7	5	3	7	0	0	0	0	6	0	3
1.0% Background Growth	0	7	5	3	7	0	0	0	0	6	0	3
Minto Traffic Full	0	530	80	0	456	0	0	0	0	68	0	0
Minto Traffic Phased (2/20)	0	53	8	0	46	0	0	0	0	7	0	0
Major Projects Traffic	0	60	60	25	20	0	0	0	0	80	0	29
Background Traffic Growth Used	0	120	73	28	73	0	0	0	0	93	0	32
Project Traffic	0	1	4	0	1	0	0	0	0	4	0	0
Total	0	469	345	163	418	0	0	0	0	418	0	175
Approach Total	814			581			0			593		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	2	1	1	1	0	0	0	0	1	0	1
Per Lane Volume	0	234	345	163	418	0	0	0	0	418	0	175
Right on Red			60			60			60			60
Overlaps Left			418			0			0			163
Adj. Per Lane Volume	0	234	0	163	418	0	0	0	0	418	0	0
Through/Right Volume		234			418				0			0
Opposing Left Turns		163			0			418				0
Critical Volume for Approach		397			418			418				0
Critical Volume for Direction			418						418			
Intersection Critical Volume	836											
STATUS?	UNDER											

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

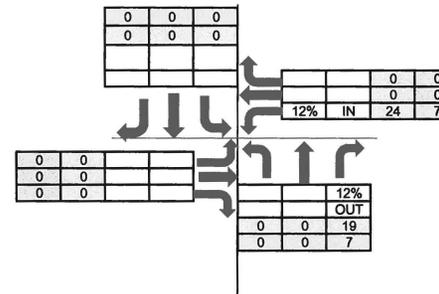
07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 5 - 14.89 ACRES
SEMINOLE PRATT WHITNEY ROAD AND NORTHLAKE BOULEVARD**

INPUT DATA			
Growth Rate = 1.0%	Peak Season = 1.00	Current Year = 2015	Buildout Year = 2017

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	19	800	46	26	0	0	0	0	154	0	19
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	16	1	1	0	0	0	0	3	0	0
1.0% Background Growth	0	0	16	1	1	0	0	0	0	3	0	0
Minto Traffic Full	0	11	353	0	12	0	0	0	0	370	0	0
Minto Traffic Phased (2/20)	0	1	35	0	1	0	0	0	0	37	0	0
Major Projects Traffic	0	15	7	11	13	0	0	0	0	8	0	13
Background Traffic Growth Used	0	16	58	12	15	0	0	0	0	48	0	13
Project Traffic	0	0	19	0	0	0	0	0	0	24	0	0
Total	0	35	877	58	41	0	0	0	0	226	0	32
Approach Total	912			98			0			258		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	35	877	58	41	0	0	0	0	113	0	32
Right on Red	60			0			60			60		
Overlaps Left	113			0			0			58		
Adj. Per Lane Volume	0	35	704	58	41	0	0	0	0	113	0	0
Through/Right Volume	704			41			0			0		
Opposing Left Turns	58			0			113			0		
Critical Volume for Approach	762			41			113			0		
Critical Volume for Direction	762						113			113		
Intersection Critical Volume	875											
STATUS?	UNDER											

TRIPS		
	IN	OUT
AM	198	162
PM	59	61



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2015)	0	30	226	23	46	0	0	0	0	648	0	33
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	1	5	0	1	0	0	0	0	13	0	1
1.0% Background Growth	0	1	5	0	1	0	0	0	0	13	0	1
Minto Traffic Full	0	13	411	0	11	0	0	0	0	354	0	0
Minto Traffic Phased (2/20)	0	1	41	0	1	0	0	0	0	35	0	0
Major Projects Traffic	0	13	15	13	15	0	0	0	0	15	0	12
Background Traffic Growth Used	0	15	61	13	17	0	0	0	0	63	0	13
Project Traffic	0	0	7	0	0	0	0	0	0	7	0	0
Total	0	45	294	36	63	0	0	0	0	718	0	46
Approach Total	338			99			0			764		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	45	294	36	63	0	0	0	0	359	0	46
Right on Red	60			0			60			60		
Overlaps Left	359			0			0			36		
Adj. Per Lane Volume	0	45	0	36	63	0	0	0	0	359	0	0
Through/Right Volume	45			63			0			0		
Opposing Left Turns	36			0			359			0		
Critical Volume for Approach	81			63			359			0		
Critical Volume for Direction	81						359			359		
Intersection Critical Volume	440											
STATUS?	UNDER											

Note: Intersection improvements including signalization at the intersection of Northlake Boulevard and Seminole Pratt Whitney Road scheduled for FY 2015 in the PBC 5-Year Work Program

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22400	45TH ST	NORTH SHORE DR	4/12/2011	4:30 PM	0	148	21	36	0	31	0	67	40	24	1105	116	4	64	1728	39	3423
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	7:30 AM	0	26	13	115	0	229	11	93	0	106	2477	56	29	150	1473	370	5148
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	7:30 AM	0	41	7	79	0	254	7	80	7	131	1975	99	10	172	1419	316	4597
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	7:30 AM	0	25	6	55	0	160	14	59	0	66	2159	93	7	226	1273	326	4469
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	5:00 PM	0	72	9	141	0	467	8	169	19	81	1706	47	15	116	2173	84	5107
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	5:00 PM	0	71	8	134	0	479	9	175	15	81	1672	51	15	103	2151	98	5062
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	4:45 PM	0	67	22	153	1	406	29	131	0	85	1697	38	8	154	1901	102	4794
22350	45TH ST	VILLAGE BLVD	2/24/2015	7:30 AM	0	108	79	527	0	35	9	48	3	263	1628	64	1	304	1241	165	4475
22350	45TH ST	VILLAGE BLVD	12/4/2013	7:15 AM	0	110	99	861	0	39	14	56	10	217	1503	88	0	259	1208	157	4621
22350	45TH ST	VILLAGE BLVD	1/28/2013	7:30 AM	0	108	195	757	0	59	18	77	5	178	1732	47	0	266	1220	234	4896
22350	45TH ST	VILLAGE BLVD	8/30/2011	7:30 AM	0	89	101	698	0	41	16	35	2	194	1465	75	0	199	841	173	3929
22350	45TH ST	VILLAGE BLVD	3/18/2010	7:30 AM	0	107	107	734	0	34	35	26	4	217	1555	79	0	268	1007	134	4307
22350	45TH ST	VILLAGE BLVD	2/25/2015	4:45 PM	0	100	36	402	0	272	111	266	10	81	1502	138	5	555	1843	35	5356
22350	45TH ST	VILLAGE BLVD	12/4/2013	5:00 PM	0	118	34	472	0	313	96	258	15	85	1257	134	0	564	1496	40	4882
22350	45TH ST	VILLAGE BLVD	1/28/2013	4:45 PM	0	99	56	424	0	297	103	255	9	73	1565	72	2	523	1602	62	5142
22350	45TH ST	VILLAGE BLVD	8/30/2011	4:30 PM	1	94	34	394	0	240	110	170	4	107	1035	131	2	401	1277	61	4061
22350	45TH ST	VILLAGE BLVD	3/18/2010	4:45 PM	0	119	40	455	0	167	207	238	9	67	1239	160	5	455	1543	90	4794
22340	45TH ST	WAL-MART	11/7/2013	7:30 AM	0	3	0	1	0	136	0	35	5	17	1747	2	58	5	1224	75	3308
22340	45TH ST	WAL-MART	3/22/2011	7:45 AM	0	2	0	2	0	125	0	26	4	22	1693	1	37	1	1032	70	3015
22340	45TH ST	WAL-MART	11/7/2013	12:30 PM	0	1	0	1	0	226	1	63	4	29	995	0	41	4	1161	128	2654
22340	45TH ST	WAL-MART	3/22/2011	12:00 PM	0	2	0	1	0	206	0	59	8	35	1004	0	52	2	1112	193	2674
22340	45TH ST	WAL-MART	11/6/2013	5:00 PM	0	3	1	3	0	223	0	111	7	44	1291	1	35	0	1763	155	3637
22340	45TH ST	WAL-MART	3/22/2011	4:45 PM	0	1	0	3	2	218	0	83	3	45	1109	1	51	0	1656	121	3293
22385	45TH STREET	SOUTH PLACE	11/12/2013	7:15 AM	0	33	0	6	0	8	0	27	2	12	2443	66	1	14	1383	2	3997
22385	45TH STREET	SOUTH PLACE	4/12/2011	7:30 AM	0	51	0	10	0	10	0	19	5	10	2174	91	2	9	1344	4	3729
22385	45TH STREET	SOUTH PLACE	11/12/2013	4:30 PM	0	145	4	25	1	9	0	11	3	26	1364	41	7	15	1961	4	3616
22385	45TH STREET	SOUTH PLACE	4/12/2011	4:30 PM	2	65	9	13	0	8	0	21	3	25	1548	40	6	10	2034	9	3793
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	7:45 AM	0	4	386	4	0	389	351	0	0	1	23	5	0	4	7	101	1275
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	10	377	0	0	39	694	4	0	2	0	9	0	4	3	6	1148
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	5:00 PM	0	0	389	4	0	129	428	0	0	0	12	5	0	8	37	457	1469
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	5	856	2	0	8	615	1	0	1	1	4	0	2	0	10	1505
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	6:30 AM	0	89	480	0	0	0	801	5	0	15	0	276	0	0	0	0	1666
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	7:15 AM	0	103	428	0	0	0	458	21	0	15	1	269	0	0	0	0	1295

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	6:30 AM	0	88	481	0	0	0	681	3	0	2	0	340	0	0	0	0	1595
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	5:00 PM	0	209	646	0	0	0	489	25	0	8	0	132	0	0	0	0	1509
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	4:45 PM	0	139	596	0	0	0	412	17	0	10	0	97	0	0	0	0	1271
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	4:30 PM	0	146	582	0	0	0	378	19	0	14	0	147	0	0	0	0	1286
37875	6TH AVE S	A ST	11/19/2014	7:00 AM	0	130	70	14	4	63	97	188	4	198	563	22	1	17	840	28	2239
37875	6TH AVE S	A ST	9/19/2013	7:30 AM	0	123	64	21	0	43	47	123	3	123	647	78	0	19	746	22	2059
37875	6TH AVE S	A ST	11/14/2012	7:00 AM	0	125	108	17	0	39	84	216	2	195	634	69	0	28	751	42	2310
37875	6TH AVE S	A ST	9/7/2010	7:00 AM	0	103	85	17	0	40	74	178	2	147	531	57	1	9	627	39	1910
37875	6TH AVE S	A ST	11/19/2014	4:45 PM	0	121	81	13	0	66	74	149	0	210	1207	60	3	18	968	21	2991
37875	6TH AVE S	A ST	9/17/2013	4:30 PM	0	103	61	12	0	59	66	151	0	217	831	102	0	21	735	43	2401
37875	6TH AVE S	A ST	11/14/2012	5:00 PM	0	123	71	29	0	33	103	158	4	158	843	88	4	34	591	45	2284
37875	6TH AVE S	A ST	9/7/2010	4:45 PM	0	110	68	16	0	32	77	140	3	181	799	88	2	25	579	59	2179
37900	6TH AVE S	DIXIE HWY	4/28/2015	7:30 AM	0	200	295	25	2	47	370	145	0	169	227	185	0	36	293	32	2026
37900	6TH AVE S	DIXIE HWY	11/15/2012	7:15 AM	0	182	335	48	0	39	277	122	0	168	231	141	0	54	256	34	1887
37900	6TH AVE S	DIXIE HWY	9/22/2010	7:15 AM	0	167	230	15	0	34	213	119	0	138	185	140	0	17	207	30	1495
37900	6TH AVE S	DIXIE HWY	4/28/2015	5:00 PM	0	262	484	25	0	46	488	180	0	255	272	226	0	27	151	8	2424
37900	6TH AVE S	DIXIE HWY	11/15/2012	4:30 PM	0	215	454	51	0	57	481	228	0	235	238	211	0	79	195	43	2487
37900	6TH AVE S	DIXIE HWY	9/22/2010	5:00 PM	0	227	369	22	0	45	409	193	0	162	220	228	0	15	160	37	2087
37850E	6TH AVE S	I-95 EAST	4/2/2015	7:15 AM	0	661	0	442	0	0	0	0	0	665	736	0	0	0	755	467	3726
37850E	6TH AVE S	I-95 EAST	11/19/2014	7:15 AM	0	627	0	516	0	0	0	0	0	640	694	0	0	0	731	438	3646
37850E	6TH AVE S	I-95 EAST	11/14/2012	7:15 AM	0	599	0	352	0	0	0	0	0	643	535	0	0	0	686	373	3188
37850E	6TH AVE S	I-95 EAST	1/31/2012	7:15 AM	0	544	0	326	0	0	0	0	3	538	476	0	0	0	612	320	2819
37850E	6TH AVE S	I-95 EAST	10/4/2010	7:15 AM	0	553	0	338	0	0	0	0	0	488	509	0	0	0	586	326	2800
37850E	6TH AVE S	I-95 EAST	3/3/2010	7:45 AM	0	543	0	295	0	0	0	0	0	419	509	0	0	0	609	288	2663
37850E	6TH AVE S	I-95 EAST	4/2/2015	4:45 PM	0	967	0	699	0	0	0	0	1	515	797	0	0	0	793	350	4122
37850E	6TH AVE S	I-95 EAST	11/19/2014	4:45 PM	0	931	0	769	0	0	0	0	0	494	870	0	0	0	726	354	4144
37850E	6TH AVE S	I-95 EAST	11/14/2012	4:45 PM	0	741	0	679	0	0	0	0	0	443	784	0	0	0	731	330	3708
37850E	6TH AVE S	I-95 EAST	1/31/2012	4:30 PM	0	765	0	516	0	0	0	0	4	400	691	0	0	0	778	272	3426
37850E	6TH AVE S	I-95 EAST	10/4/2010	4:30 PM	0	747	0	548	0	0	0	0	0	390	667	0	0	0	675	239	3266
37850E	6TH AVE S	I-95 EAST	3/3/2010	4:45 PM	0	818	0	504	0	0	0	0	0	303	666	0	0	0	672	281	3244
37850W	6TH AVE S	I-95 WEST	4/2/2015	7:45 AM	0	0	0	0	0	289	0	506	0	0	817	759	0	560	783	0	3714
37850W	6TH AVE S	I-95 WEST	11/19/2014	7:15 AM	0	0	0	0	0	318	0	553	0	0	1013	577	0	574	770	0	3805
37850W	6TH AVE S	I-95 WEST	11/14/2012	7:15 AM	0	0	0	0	0	328	0	466	0	0	809	659	0	522	797	0	3581

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2014 - 01/04/2014	0.97	1.01
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.00	1.04
4	01/19/2014 - 01/25/2014	0.99	1.03
* 5	01/26/2014 - 02/01/2014	0.98	1.02
* 6	02/02/2014 - 02/08/2014	0.97	1.01
* 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.95	0.99
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.95	0.99
*11	03/09/2014 - 03/15/2014	0.95	0.99
*12	03/16/2014 - 03/22/2014	0.95	0.99
*13	03/23/2014 - 03/29/2014	0.96	1.00
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	0.99	1.03
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.04	1.08
25	06/15/2014 - 06/21/2014	1.05	1.09
26	06/22/2014 - 06/28/2014	1.06	1.10
27	06/29/2014 - 07/05/2014	1.07	1.11
28	07/06/2014 - 07/12/2014	1.07	1.11
29	07/13/2014 - 07/19/2014	1.08	1.13
30	07/20/2014 - 07/26/2014	1.07	1.11
31	07/27/2014 - 08/02/2014	1.06	1.10
32	08/03/2014 - 08/09/2014	1.05	1.09
33	08/10/2014 - 08/16/2014	1.04	1.08
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.04	1.08
37	09/07/2014 - 09/13/2014	1.04	1.08
38	09/14/2014 - 09/20/2014	1.04	1.08
39	09/21/2014 - 09/27/2014	1.03	1.07
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.98	1.02
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	1.01	1.05
47	11/16/2014 - 11/22/2014	1.01	1.05
48	11/23/2014 - 11/29/2014	1.00	1.04
49	11/30/2014 - 12/06/2014	0.99	1.03
50	12/07/2014 - 12/13/2014	0.98	1.02
51	12/14/2014 - 12/20/2014	0.97	1.01
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.00	1.04

* PEAK SEASON

09-MAR-2015 16:07:54

830UPD

4_9301_PKSEASON.TXT

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
17292	NORTHLAKE BLVD	RYDER CUP BLVD	2/28/2013	5:00 PM	0	0	0	0	0	306	0	113	0	122	646	0	0	0	1156	393	2736
17292	NORTHLAKE BLVD	RYDER CUP BLVD	12/20/2011	5:00 PM	0	0	0	0	1	261	0	102	0	92	632	0	2	0	1199	369	2658
17292	NORTHLAKE BLVD	RYDER CUP BLVD	1/19/2011	4:45 PM	0	0	0	0	1	249	0	122	0	81	599	0	0	0	1189	355	2596
17292	NORTHLAKE BLVD	RYDER CUP BLVD	2/22/2010	5:00 PM	0	0	0	0	0	256	0	102	1	117	575	0	1	0	1301	328	2681
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	9/9/2014	7:45 AM	0	240	1	103	0	115	17	39	33	84	1964	143	5	136	1437	29	4346
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	7:30 AM	0	157	4	88	0	124	16	43	28	78	1792	158	4	107	1225	60	3884
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	12:00 PM	0	393	30	277	0	89	18	40	43	36	1650	180	8	259	1588	64	4675
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	9/9/2014	4:45 PM	0	395	5	197	0	89	14	44	22	77	1949	162	8	257	2116	21	5356
17330	NORTHLAKE BLVD	SANDTREE DR/SUNR	4/16/2012	5:00 PM	0	470	25	216	0	95	15	64	48	58	1571	159	6	210	2160	37	5134
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	1/12/2015	7:00 AM	0	0	19	800	0	46	26	0	0	0	0	0	0	154	0	19	1064
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/25/2014	7:00 AM	0	0	19	782	0	38	21	0	0	0	0	0	0	188	0	19	1067
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/11/2013	7:15 AM	0	0	24	793	0	43	25	0	0	0	0	0	0	158	0	18	1061
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	1/12/2015	5:00 PM	0	0	30	226	0	23	46	0	0	0	0	0	0	678	0	33	1036
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/25/2014	5:00 PM	0	0	28	247	0	19	38	0	0	0	0	0	0	609	0	42	983
17200	NORTHLAKE BLVD	SEMINOLE PRATT W	2/11/2013	5:00 PM	0	0	22	197	0	11	36	0	0	0	0	0	0	623	0	43	932
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	11/18/2014	7:15 AM	1	91	0	114	0	0	0	0	0	0	2575	240	2	45	401	0	3469
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	4/24/2012	7:15 AM	0	62	0	67	0	0	0	0	0	0	2188	217	0	21	445	0	3000
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	11/18/2014	5:00 PM	1	377	0	33	0	0	0	0	1	0	713	109	1	64	1960	0	3259
17268	NORTHLAKE BLVD	SHOPPES OF IBIS	4/24/2012	5:00 PM	0	319	0	42	0	0	0	0	0	0	664	139	0	53	1911	0	3128
17460	NORTHLAKE BLVD	US 1	9/23/2014	7:30 AM	1	277	438	3	3	18	536	384	0	647	66	401	0	2	76	42	2894
17460	NORTHLAKE BLVD	US 1	11/30/2011	7:45 AM	2	258	400	6	3	20	703	326	1	447	74	400	0	10	86	34	2770
17460	NORTHLAKE BLVD	US 1	9/23/2014	4:30 PM	5	357	526	5	4	40	504	637	4	492	113	329	0	13	71	38	3138
17460	NORTHLAKE BLVD	US 1	11/30/2011	4:45 PM	4	413	739	14	9	40	588	583	1	434	79	316	0	13	46	47	3326
42050	NORTHTREE BLVD	JOG RD	4/8/2013	7:00 AM	2	31	766	228	1	232	1629	67	0	109	22	109	0	163	0	253	3612
42050	NORTHTREE BLVD	JOG RD	9/2/2010	6:45 AM	7	31	579	541	0	375	1359	37	1	107	0	107	0	221	2	336	3703
42050	NORTHTREE BLVD	JOG RD	4/8/2013	2:30 PM	10	37	1106	127	3	267	963	46	0	35	1	39	1	174	5	364	3178
42050	NORTHTREE BLVD	JOG RD	9/2/2010	2:45 PM	4	51	1148	141	0	206	1106	43	0	40	1	48	8	297	2	469	3564
42050	NORTHTREE BLVD	JOG RD	4/8/2013	5:00 PM	2	71	1735	246	3	307	959	69	0	45	0	39	0	110	4	212	3802
42050	NORTHTREE BLVD	JOG RD	9/2/2010	5:00 PM	0	70	1701	321	0	292	889	80	0	70	1	48	0	104	3	207	3786
24890	NORTHWOOD RD	DIXIE HWY/POINSET	11/6/2013	7:30 AM	0	10	316	0	0	0	900	7	0	3	0	122	0	0	0	0	1358
24890	NORTHWOOD RD	DIXIE HWY/POINSET	5/26/2011	7:30 AM	0	11	405	0	0	0	821	3	0	4	0	153	0	0	0	0	1397
24890	NORTHWOOD RD	DIXIE HWY/POINSET	11/6/2013	4:45 PM	0	37	698	0	0	0	494	9	0	8	0	107	0	0	0	0	1353
24890	NORTHWOOD RD	DIXIE HWY/POINSET	5/26/2011	4:45 PM	0	59	770	0	0	0	391	9	0	12	0	103	0	0	0	0	1344

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
46094	OLD BOYNTON RD	LAWRENCE RD	12/12/2011	5:00 PM	0	77	390	69	0	196	236	95	0	116	512	41	0	65	549	298	2644
45590	OLD BOYNTON RD	MILITARY TR	4/28/2014	7:30 AM	3	4	669	136	0	289	1851	7	0	19	15	36	0	144	0	113	3286
45590	OLD BOYNTON RD	MILITARY TR	1/28/2013	7:45 AM	1	1	644	139	3	254	1597	4	0	13	18	37	0	154	6	130	3001
45590	OLD BOYNTON RD	MILITARY TR	12/15/2011	7:45 AM	1	2	593	148	1	298	1462	3	0	15	15	32	0	152	4	110	2836
45590	OLD BOYNTON RD	MILITARY TR	4/28/2014	5:00 PM	7	10	1458	317	1	234	881	15	0	18	15	24	0	265	21	299	3565
45590	OLD BOYNTON RD	MILITARY TR	1/28/2013	4:45 PM	10	14	1314	275	0	286	801	11	1	15	21	21	0	282	13	336	3400
45590	OLD BOYNTON RD	MILITARY TR	12/15/2011	5:00 PM	5	8	1494	362	0	312	808	12	0	16	13	16	0	306	23	378	3753
45596	OLD BOYNTON RD	WINCHESTER DR/BO	5/5/2014	1:15 PM	2	93	89	81	0	77	76	76	2	68	407	71	3	75	472	100	1692
45596	OLD BOYNTON RD	WINCHESTER DR/BO	12/14/2011	12:30 PM	7	203	196	144	0	125	200	90	0	141	567	115	0	166	461	84	2499
45596	OLD BOYNTON RD	WINCHESTER DR/BO	5/5/2014	5:00 PM	1	206	101	76	1	48	103	57	0	113	515	75	0	85	657	60	2098
45596	OLD BOYNTON RD	WINCHESTER DR/BO	12/14/2011	5:00 PM	0	252	144	193	0	119	108	109	1	144	594	117	0	120	705	99	2705
55165	OLD GERMANTOWN RD	CONGRESS AVE	10/10/2013	8:15 AM	1	25	324	3	4	34	936	68	0	109	3	139	0	1	0	3	1650
55165	OLD GERMANTOWN RD	CONGRESS AVE	8/25/2010	8:00 AM	0	38	280	5	2	36	1080	73	0	97	3	138	0	2	0	3	1757
55165	OLD GERMANTOWN RD	CONGRESS AVE	10/10/2013	5:00 PM	1	127	1064	0	0	8	386	157	0	96	2	46	0	8	6	23	1924
55165	OLD GERMANTOWN RD	CONGRESS AVE	8/25/2010	5:00 PM	6	144	1382	0	0	5	437	122	0	59	0	43	0	9	7	28	2242
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/30/2014	7:30 AM	4	73	2012	8	2	13	2023	41	0	112	5	134	0	11	0	4	4442
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/3/2012	7:45 AM	24	65	1748	9	5	26	1797	45	1	76	2	107	0	13	1	5	3924
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	5/27/2010	7:30 AM	6	65	1614	15	1	19	1643	24	0	74	0	132	0	6	2	12	3613
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/30/2014	4:45 PM	63	101	2150	49	10	207	1913	72	0	64	4	63	0	238	14	151	5099
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	10/3/2012	5:00 PM	48	93	1976	73	7	152	1801	95	0	55	2	91	0	135	10	143	4681
31210	OLD HAMMOCK WAY/IS	SR 7 (US 441)	5/27/2010	4:45 PM	44	72	1866	40	14	119	1756	113	0	51	8	53	0	128	9	94	4367
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	9/23/2013	7:30 AM	3	180	1637	18	1	11	546	50	0	57	1	94	0	10	0	4	2612
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	10/5/2010	7:30 AM	4	161	1702	31	4	14	726	39	0	49	4	82	0	6	1	3	2826
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	9/23/2013	5:00 PM	3	65	746	12	8	15	1329	29	0	40	3	163	0	30	2	36	2481
28315	OLD OKEECHOBEE RD	AUSTRALIAN AVE	10/5/2010	4:45 PM	2	61	886	12	2	6	1475	23	0	39	1	133	0	25	8	19	2692
32700	OLIVE TREE BLVD/MAPL	JOG RD	2/5/2013	7:15 AM	24	13	1848	8	11	11	1415	53	0	235	4	37	0	36	0	23	3718
32700	OLIVE TREE BLVD/MAPL	JOG RD	2/5/2013	5:00 PM	32	45	1430	28	19	26	1874	103	0	86	2	31	0	23	1	7	3707
20350	ORANGE BLVD	COCONUT BLVD	10/7/2014	7:00 AM	0	14	209	4	0	282	36	46	0	150	318	18	0	9	114	415	1615
20350	ORANGE BLVD	COCONUT BLVD	11/29/2011	7:00 AM	0	10	221	3	0	291	34	43	0	147	351	18	0	3	92	397	1610
20350	ORANGE BLVD	COCONUT BLVD	10/7/2014	5:00 PM	0	22	54	3	0	395	257	114	0	57	184	23	5	8	271	375	1768
20350	ORANGE BLVD	COCONUT BLVD	11/29/2011	5:00 PM	0	18	52	3	0	378	187	114	0	59	161	22	0	4	337	318	1653
20325	ORANGE BLVD	SEMINOLE PRATT W	2/18/2015	7:00 AM	0	0	463	240	1	117	271	0	0	0	0	0	0	210	0	53	1355
20325	ORANGE BLVD	SEMINOLE PRATT W	10/7/2014	7:00 AM	0	0	499	215	0	101	302	0	0	0	0	0	0	177	0	41	1335

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
20325	ORANGE BLVD	SEMINOLE PRATT W	9/2/2010	6:30 AM	0	0	376	132	0	82	346	0	0	0	0	0	0	214	0	29	1179
20325	ORANGE BLVD	SEMINOLE PRATT W	3/24/2010	7:00 AM	0	0	355	131	0	68	179	0	0	0	0	0	0	93	0	31	857
20325	ORANGE BLVD	SEMINOLE PRATT W	2/18/2015	5:00 PM	0	0	348	268	0	135	344	0	0	0	0	0	0	321	0	143	1559
20325	ORANGE BLVD	SEMINOLE PRATT W	10/7/2014	5:00 PM	0	0	406	241	0	92	361	0	0	0	0	0	0	320	0	141	1561
20325	ORANGE BLVD	SEMINOLE PRATT W	3/24/2010	5:00 PM	0	0	340	166	0	54	208	0	0	0	0	0	0	223	0	84	1075
20325	ORANGE BLVD	SEMINOLE PRATT W	9/2/2010	5:00 PM	0	0	350	202	1	70	268	0	0	0	0	0	0	256	0	92	1239
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	10/8/2014	7:15 AM	0	33	397	38	0	77	506	1	0	4	151	100	0	13	28	22	1370
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	11/29/2011	7:00 AM	0	24	369	33	0	71	429	0	0	3	189	79	0	15	28	18	1258
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	30	394	24	0	94	463	3	0	2	158	96	0	8	17	20	1309
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	10/8/2014	4:30 PM	0	108	549	20	0	38	493	5	0	2	56	85	0	33	162	41	1592
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	11/29/2011	5:00 PM	0	111	526	30	0	49	513	3	0	2	66	75	0	35	150	46	1606
27670	ORANGE GROVE BLVD	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	101	564	14	0	41	514	6	0	3	52	94	0	24	136	53	1602
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/2/2014	7:45 AM	1	8	1062	121	5	416	1499	11	0	4	0	3	0	47	1	47	3225
37500	PALM BEACH COMMUNI	CONGRESS AVE	11/7/2012	7:30 AM	0	18	984	177	3	355	1093	16	0	6	2	5	0	30	0	54	2743
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/26/2010	7:30 AM	0	27	1055	187	8	332	1062	29	0	2	0	1	0	23	0	29	2755
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/2/2014	4:30 PM	0	6	1612	51	2	155	1257	7	0	14	0	28	0	67	0	111	3310
37500	PALM BEACH COMMUNI	CONGRESS AVE	11/7/2012	4:45 PM	3	2	1358	62	5	174	1235	0	0	7	0	7	0	114	0	128	3095
37500	PALM BEACH COMMUNI	CONGRESS AVE	10/26/2010	4:30 PM	1	2	1603	66	12	173	1189	7	0	25	0	17	0	121	0	156	3372
29286	PALM BEACH KENNEL C	CONGRESS AVE	9/11/2013	7:45 AM	2	6	465	95	2	56	354	1	0	0	0	1	0	60	0	2	1044
29286	PALM BEACH KENNEL C	CONGRESS AVE	12/8/2010	11:30 AM	5	179	386	41		38	448	48	0	6	0	28	0	38	0	6	1226
29286	PALM BEACH KENNEL C	CONGRESS AVE	9/11/2013	4:45 PM	24	36	479	79	0	61	564	22	0	57	1	98	0	66	0	3	1490
29286	PALM BEACH KENNEL C	CONGRESS AVE	12/8/2010	4:30 PM	15	65	505	53	6	67	620	12	0	53	1	177	0	52	0	0	1626
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/7/2015	7:30 AM	0	189	6	16	0	17	4	63	5	23	2149	44	8	6	1139	2	3671
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/26/2012	7:30 AM	0	207	5	15	0	9	1	29	3	35	1971	51	7	15	967	8	3323
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/7/2015	4:45 PM	0	84	7	16	0	11	5	67	5	87	1469	59	5	28	1893	12	3748
26070	PALM BEACH LAKES BL	7TH ST/MANGONIA D	4/26/2012	4:45 PM	0	72	6	19	0	3	2	53	8	69	1116	101	0	18	1804	7	3278
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	3/24/2015	7:30 AM	2	153	707	259	0	112	686	332	0	441	1415	296	6	209	687	79	5384
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	1/10/2013	7:30 AM	0	146	596	252	1	110	457	301	7	385	1444	303	3	152	538	52	4747
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	2/9/2012	7:45 AM	0	190	647	200	0	94	439	286	1	400	1196	248	1	139	555	76	4472
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	4/26/2012	7:30 AM	1	135	537	269	0	99	499	281	2	306	1235	296	2	144	494	63	4363
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	2/7/2011	7:45 AM	0	175	630	276	0	116	512	286	2	289	1228	352	0	136	522	55	4579
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	3/24/2015	4:45 PM	0	271	553	114	1	80	918	581	4	248	632	214	7	306	1357	73	5359
26080	PALM BEACH LAKES BL	AUSTRALIAN AVE	1/10/2013	4:30 PM	3	223	534	113	2	84	595	381	3	306	737	211	5	237	1188	80	4702

APPENDIX “B”

TEST 1 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

**TABLE 4
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 198
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 162

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	PROG. LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	26	2	I	1960	1.31%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	24	4D	I	1960	1.21%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	4	4D	I	1960	0.20%	YES	NO
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	4	4D	I	1960	0.20%	YES	NO
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	30	4D	I	1960	1.52%	YES	YES
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	30	4D	I	1960	1.52%	YES	YES
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	14	4D	I	1960	0.71%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	12%	24	2	I	880	2.70%	YES	YES
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	20	2	I	880	2.25%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	4	2	I	880	0.45%	YES	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	6%	12	2	I	880	1.35%	YES	YES
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	12	2	I	880	1.35%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	16	2	I	880	1.80%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

**TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 59

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 61

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	8	2	I		1960	0.41%	YES	NO
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	7	4D	I		1960	0.38%	YES	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	1	4D	I		1960	0.06%	YES	NO
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	1	4D	I		1960	0.06%	YES	NO
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	9	4D	I		1960	0.47%	YES	NO
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	9	4D	I		1960	0.47%	YES	NO
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	4	4D	I		1960	0.22%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	12%	7	2	I		880	0.84%	YES	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	6	2	I		880	0.70%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	1	2	I		880	0.14%	YES	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	4	2	I		880	0.42%	YES	NO
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	4	2	I		880	0.42%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	5	2	I		880	0.56%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

**TABLE 6
AM PEAK HOUR - TEST 1**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 198
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 162

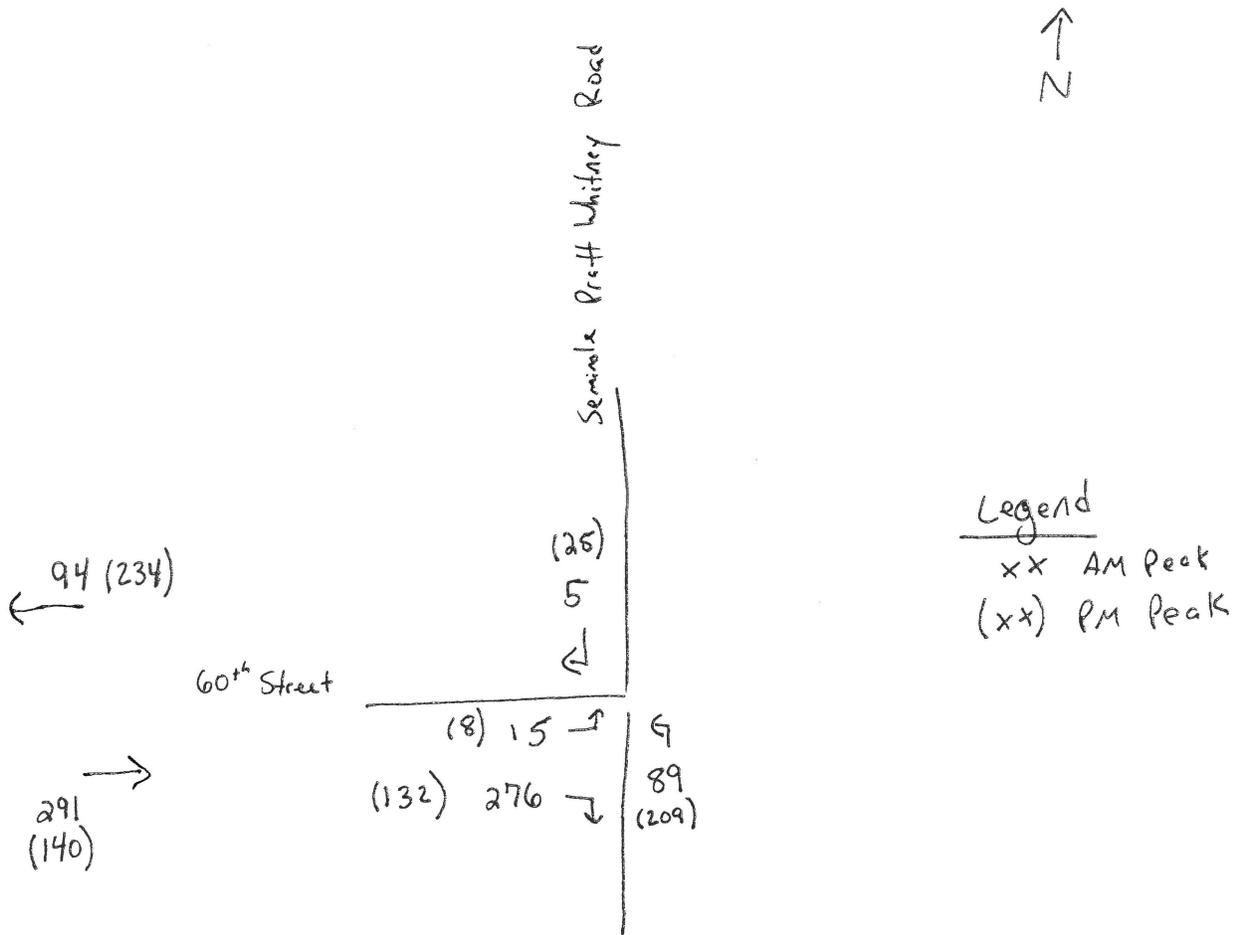
ROADWAY	FROM	TO	DIRECTION	2015		AM PEAK		SEGMENT	GROWTH	BCKGD	MINTO	FULL	PHASED	MAJOR	1.0%	APPROVED	TOTAL	2017	130%	MEETS		
				AM PEAK	PROJECT	PROJECT	TRIPS														TRAFFIC	TRAFFIC ⁽¹⁾
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	306	13%	21	1.00%	6	0	0	0	0	0	6	6	6	333	2	I	880	1144	YES
			WB	99	13%	26	1.00%	2	0	0	0	0	0	1	1	2	127	2	I	880	1144	YES
SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	NB	508	12%	19	4.59%	48	456	46	29	5	80	80	608	4D	I	1960	2548	YES		
			SB	535	12%	24	4.59%	50	477	48	29	5	82	82	641	4D	I	1960	2548	YES		
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	856	15%	30	2.93%	51	906	91	118	9	218	218	1103	4D	I	1960	2548	YES		
			SB	793	15%	24	2.93%	47	866	87	69	8	164	164	981	4D	I	1960	2548	YES		
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	633	15%	30	1.00%	13	787	79	109	6	194	194	857	4D	I	1960	2548	YES		
			SB	951	15%	24	1.00%	19	752	75	78	10	163	163	1138	4D	I	1960	2548	YES		
NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC 140TH AVENUE	EB	781	12%	19	1.19%	19	364	36	142	8	186	186	986	2	I	880	1144	YES			
		WB	239	12%	24	1.19%	6	381	38	82	2	122	122	385	2	I	880	1144	YES			
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC 140TH AVENUE	EB	328	6%	10	1.91%	13	68	7	58	3	68	68	406	2	I	880	1144	YES			
		WB	254	6%	12	1.91%	10	72	7	51	3	61	61	326	2	I	880	1144	YES			

Notes:
(1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
(2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
(3) Minto West buildout is 2035.

SIMMONS WHITE

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 Website: simmonsandwhite.com

JOB NAME: Indian Trails Grove
 JOB NO: 14-096
 BY: _____
 DATE: _____
 SHEET NO: _____ OF: _____



* Counts collected 10/28/14
 PSCF = 1.04
 Assume 1% Growth Rate
Convert to 2015 Peak season

$$\begin{aligned}
 \text{EB AM} &= 291 \times 1.04 \times 1.01 = 306 \\
 \text{EB PM} &= 140 \times 1.04 \times 1.01 = 147 \\
 \text{WB AM} &= 94 \times 1.04 \times 1.01 = 99 \\
 \text{WB PM} &= 234 \times 1.04 \times 1.01 = 246
 \end{aligned}$$

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2302	PROSPERITY FARMS RD	Hood Rd	Donald Ross Rd	2	9970	9590	8728	9064	8569	2/3/2015	9256	1.98%	648	307	341	870	477	414
4637	PURDY LN	Jog Rd	Haverhill Rd	2	8536	6800	7132	6672	7210	2/23/2015	7658	2.40%	623	217	409	734	423	324
4639	PURDY LN	Haverhill Rd	Military Tr	2	9583	9942	10223		10321	3/11/2015	10281	0.19%	655	414	251	950	441	542
2831	RCA BLVD	Alt A1A	Prosperity Farms Rd	2	9138		9755	8490	9865	4/15/2015	10010	0.86%	695	410	292	915	395	526
6904	RENAISSANCE WAY	Glades Rd	NW 19 ST	2	3991	3734	10271	12768	10970	1/14/2015	13210	8.75%	739	488	288	1159	590	647
1611	ROEBUCK RD	Loxahatchee River Rd	Central Blvd	2	5477	5101	4805	5167	5200	1/14/2015	5520	4.73%	542	257	318	521	252	279
3107	ROEBUCK RD	Jog Rd	Haverhill Rd	2	17913	18386	18395	18295	18539	2/25/2015	19457	1.89%	1743	1013	742	1949	741	1208
3681	ROEBUCK RD	Haverhill Rd	Military Trail	2	8588	9418	9305	9334	9390	2/17/2015	9916	2.14%	1030	563	474	902	413	508
3412	ROYAL PALM BEACH BL	Southern Blvd	Okeechobee Blvd	2	15911	14556	13640	13952	13527	1/12/2015	13973	0.81%	1019	463	556	1246	693	560
3410	ROYAL PALM BEACH BL	Okeechobee Blvd	RPB North City Limi	4D	22123		21426	21996	21384	1/12/2015	20912	-0.81%	1521	465	1087	1847	1116	735
3426	ROYAL PALM BEACH BL	RPB North City Limits	M Canal	4D	16753		14297	14621	14030	1/12/2015	13868	-1.01%	1076	486	621	1302	720	650
2402	ROYAL PALM BEACH BL	M Canal	Orange Blvd	2	15825	15912	15740	16300	15932	1/12/2015	15664	-0.16%	1242	531	743	1434	828	630
3819	ROYAL PALM BRIDGE	County Rd	Olive Ave	4D	20023	22300	21084		29265	2/11/2015	30161	12.68%	2135	1692	485	2573	875	1712
3414	SANSBURYS WAY	Southern Blvd	Belvedere Rd	2	9200	9091	6280	10945	11970	1/6/2015	11057	20.75%	862	467	399	1055	531	551
3454	SANSBURYS WAY	Belvedere Rd	Okeechobee Bl	2	7691	6170	10427	6287	6835	1/6/2015	6607	-14.11%	719	341	388	596	393	229
5802	SEACREST BLVD	23rd Ave	Woolbright Rd	5	21073	20290	20933	19995	20566	2/10/2015	21450	0.82%	1666	729	937	1734	1019	760
5800	SEACREST BLVD	Woolbright Rd	Boynton Beach Blvd	5	13982	12717	12263	12680	11793	2/25/2015	12985	1.93%	889	441	461	1179	752	454
5302	SEACREST BLVD	Boynton Beach Blvd	Gateway Blvd	5	12733	11274	11566	11621	11423	2/25/2015	13215	4.54%	932	380	552	1228	731	506
4806	SEACREST BLVD	Gateway Blvd	Hypoluxo Rd	5	11637	11302	12101	11543	11046	2/25/2015	11738	-1.01%	698	437	279	963	505	464
3420	SEMINOLE PRATT-WHIT	Southern Blvd	Okeechobee Blvd	4D	13922	13133		14444	13400	1/12/2015	14153		1294	437	861	1275	840	447
3424	SEMINOLE PRATT-WHIT	Okeechobee Blvd	Sycamore Dr E	2	16483					3/9/2015	18026		1584	633	951	1580	1035	545

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3442	SEMINOLE PRATT-WHIT	Sycamore Dr E	60TH ST N	4D	16151	16094	15382	16344		1/12/2015	16772	2.93%	1558	856	793	1488	870	626
2408	SEMINOLE PRATT-WHIT	60TH ST N	Orange Bl	4D	14772	12224	12152	12959		1/20/2015	13600	3.82%	1218	664	622	1287	626	665
2406	SEMINOLE PRATT-WHIT	Orange Bl	Northlake Blvd	2	9974	10411	10118	11479	10460	1/20/2015	11577	4.59%	987	508	535	1062	535	527
4644	SHERWOOD FOREST BL	Lake Worth Rd	10th Ave N	2	5767	6068	6461	7391	7699	2/23/2015	7925	7.05%	550	153	401	685	411	309
4654	SHERWOOD FOREST BL	10th Ave N	Cresthaven Blvd	2	7736	7794	7909	8145	8622	2/23/2015	8499	2.43%	678	260	440	759	439	333
4200	SHERWOOD FOREST BL	Cresthaven Blvd	Forest Hill Blvd	2	6348	6576	6431		6751	3/11/2015	7078	3.25%	472	231	241	611	252	376
2615	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	2	13508	12629	12250	11598	13490	3/9/2015	13765	3.96%	1029	525	511	1220	600	633
2807	SILVER BEACH RD	Old Dixie Hwy	US-1	2	11591	12068	10996	10795	11939	3/9/2015	12264	3.70%	851	414	437	1056	511	548
3418	SKEES RD	Okeechobee Bl	Belvedere Rd	2	4956	4436	4743	4673	4663	3/9/2015	4644	-0.70%	370	193	190	402	241	207
3446	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	2	16271			15592	16739	1/27/2015	17402		1369	561	818	1506	877	647
3429	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	4D	18470	19147	19657	20364	21697	1/28/2015	22634	4.81%	1667	768	965	2024	1342	691
3421	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	4D	23838	25586	25823	24709	26986	1/28/2015	25965	0.18%	1664	983	681	2340	1233	1130
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	3/2/2015	16177	5.41%	1282	501	823	1376	846	530
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	1/22/2015	16177	5.41%	1004	407	661	962	634	462
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitn	4D	22490	18663	16681	19744	20081	2/2/2015	21463	8.77%	1794	689	1120	1701	1054	661
3443	SOUTHERN BLVD	Seminole Pratt Whitney	Binks Forest Drive	4D	28630	27143	25048	28400	29957	2/2/2015	30197	6.43%	2566	1357	1247	2405	1213	1192
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	4D	35305	31051	33763	32256	33674	2/25/2015	31648	-2.13%	2622	1422	1208	2639	1321	1318
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwoo	4D	46881	43698	42972	37398	46540	2/25/2015	46151	2.41%	3582	1920	1690	3643	1717	1935
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	6D	54303	54813	53757	56449	55493	2/25/2015	57424	2.22%	4558	2927	1717	4653	2002	2652
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Bl	6D	53158	55124	52734	54435	59036	2/25/2015	55995	2.02%	4371	2840	1625	4563	1989	2609
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	8D	65897	61903	58568	66355	72235	2/25/2015	74163	8.19%	5703	3495	2243	5973	2486	3523

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3602	MILITARY TRL	Westgate Ave	Okeechobee Bl	6D	42578	36734	39392	35177	36563	2/23/2015	37728	-1.43%	2533	1332	1201	2828	1339	1501
3616	MILITARY TRL	Okeechobee Bl	Roebuck Rd	6D	34269	35175	35366	34113	36727	2/17/2015	36386	0.95%	2149	1065	1093	2913	1425	1514
3626	MILITARY TRL	Roebuck Rd	45th St	6D	32197	31998	32821	33187	32680	2/17/2015	33587	0.77%	2748	1742	1006	2940	1167	1773
2612	MILITARY TRL	SR-710	Blue Heron Blvd	6D	27573	29318	28064	28032	30558	3/4/2015	31994	4.47%	2616	1503	1113	2685	1313	1372
2614	MILITARY TRL	Blue Heron Blvd	Investment Lane	6D	27167	57348	26585	26398	27252	3/4/2015	28801	2.70%	2302	1148	1157	2521	1310	1225
2602	MILITARY TRL	Investment Lane	Northlake Blvd	6D	29135	32060	29130	28823	31929	3/4/2015	32036	3.22%	2466	1373	1106	2849	1538	1341
2600	MILITARY TRL	Northlake Blvd	Holly Dr	6D	37391	37834	38770	37207	41055	3/4/2015	40246	1.25%	3138	1926	1288	3563	1701	1891
2606	MILITARY TRL	Holly Dr	PGA Blvd	6D	37111	40510	37122	36393	38816	2/11/2015	40379	2.84%	3106	1606	1543	3749	2043	1706
2624	MILITARY TRL	PGA Blvd	I-95	6D	33368	33876	25043	31537	35018	2/11/2015	36533	13.41%	2983	1212	1784	3229	1575	1654
2604	MILITARY TRL	I-95	Hood Rd	6D	24838	23316	22868	24535	26746	2/11/2015	27257	6.03%	2325	1138	1214	2443	1145	1298
2208	MILITARY TRL	Hood Rd	Donald Ross Rd	6D	24233	23623	21922	24151	24051	2/4/2015	24568	3.87%	2211	1035	1176	2133	992	1141
1602	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	6D	34542	36249	34279	34691	33709	2/4/2015	34822	0.53%	3176	1501	1724	3081	1402	1694
1608	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	6D	30300	30344	30080	29341	25805	2/3/2015	29706	-0.42%	2657	1271	1435	2523	1335	1237
1600	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	6D	24322	25319	23428	24121	23597	1/21/2015	24049	0.88%	1713	826	929	1972	1182	879
4690	MINER RD	Congress Ave	High Ridge Rd	2		6194	6556	6275	6376	2/25/2015	6882	1.63%	844	683	176	680	238	442
2413	NORTHLAKE BLVD	Seminole Pratt Whitney	140th Ave N	2	10074	9998	10085	10618	9872	1/14/2015	10450	1.19%	990	781	239	941	264	726
2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	2			15470	16608	26926	1/14/2015	17476	4.15%	1675	1374	336	1746	439	1314
2411	NORTHLAKE BLVD	Coconut Blvd	Ibis Rd	4D	25889	25292	24919	27078	29522	1/14/2015	28370	4.42%	2935	2480	466	2807	750	2072
2407	NORTHLAKE BLVD	Ibis Rd	Beeline Hwy	4D	32431	32008	33300	31736	33081	1/20/2015	35364	2.02%	3387	2685	740	3264	959	2305
2401	NORTHLAKE BLVD	Beeline Hwy	Ryder Cup Blvd	6D	21045	20680	21248	21186	22680	1/20/2015	20782	-0.74%	1879	1417	481	1854	614	1246
2205	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Bal	6D	30702	29738	30144	30025	30706	1/20/2015	33499	3.58%	2796	2026	773	2952	1175	1828

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3308	OLIVE AVE	S WPB City Limit	Alhambra Pl	2	7044	6198	6302	6408	6728	2/2/2015	23622	55.34%	539	341	200	723	312	411
3308	OLIVE AVE	S WPB City Limit	Alhambra Pl	2	7044	6198	6302	6408	6728	2/3/2015	23622	55.34%	1480	853	627	1653	902	924
3868	OLIVE AVE	Monroe Dr	Belvedere Rd	2	4334	4069	3594	3624		3/2/2015	3510	-0.79%	334	245	92	329	172	189
3864	OLIVE AVE	Belvedere Rd	Okeechobee Bl	2	3908	3528	3578	3190		3/2/2015	3233	-3.32%	388	349	44	302	178	140
3836	OLIVE AVE	Banyan Blvd	Loftin St	2	5109	4931	3268	3033	3077	2/11/2015	3378	1.11%	289		289	291		291
3830	OLIVE AVE	Loftin St	Palm Beach Lakes Bl	2	2955	3234	2395	2807	2015	2/11/2015	2151	-3.52%	242	113	143	188	120	68
2417	ORANGE BLVD	Seminole Pratt Whitney	140th Ave N	2	7292	7731	7608	8875	7987	1/20/2015	8052	1.91%	561	328	254	823	363	463
2409	ORANGE BLVD	140th Ave N	Coconut Blvd	2	8089	7607	8084	8379	8168	1/14/2015	7971	-0.47%	657	486	188	726	304	427
2415	ORANGE BLVD	Coconut Blvd	Royal Palm Beach Bl	2	12613	12384	12548	12925	13120	1/14/2015	12871	0.85%	1112	560	552	1173	576	617
3601	PALM BEACH LAKES BL	Okeechobee Blvd	Village Blvd	6D	31840	31306	31467	31653	33810	2/23/2015	31624	0.17%	2271	1264	1020	2455	1025	1442
3205	PALM BEACH LAKES BL	Village Blvd	I-95	6D	40056	49777	43835	50780	53359	2/23/2015	57087	9.20%	4536	2433	2103	4586	2075	2587
3303	PALM BEACH LAKES BL	I-95	PB Mall Main Entran	6D	43986	42778	41200	46842	55446	2/23/2015	58499	12.40%	4230	2871	1381	4757	1937	2836
3809	PALM BEACH LAKES BL	PB Mall Main Entrance	Congress Ave	6D	41485	41649	42279	43356	45007	2/23/2015	44795	1.95%	3599	2491	1163	3741	1307	2459
3847	PALM BEACH LAKES BL	Congress Ave	Australian Ave	6D	39526	39044	40001	39788	40574	2/23/2015	42040	1.67%	3468	2172	1335	3366	1482	1898
3811	PALM BEACH LAKES BL	Australian Ave	Tamarind Ave	4D	29121	28633	29306	28249	31012	2/11/2015	32081	3.06%	2538	1698	840	2531	1000	1550
3807	PALM BEACH LAKES BL	Tamarind Ave	Dixie Hwy	4D	22220	22891	22945	21160	23513	2/11/2015	22076	-1.28%	1736	1148	595	1834	665	1182
6431	PALMETTO PARK RD	Glades Rd	Ponderosa Dr	4D	12453	12945	13017	13080	14030	1/7/2015	13689	1.69%	1319	845	480	1108	498	633
6409	PALMETTO PARK RD	Ponderosa Dr	SR-7	4D	20370	21034	21429	22903	21872	1/7/2015	23105	2.54%	2047	1505	548	2023	753	1282
6405	PALMETTO PARK RD	SR-7	Lyons Rd	6D	29334	28543	30379	28897	29747	1/14/2015	32587	2.37%	2566	1604	983	2748	1083	1698
6425	PALMETTO PARK RD	Lyons Rd	Boca Rio Rd	6D	42391	39971	41613	41227	41885	1/13/2015	43242	1.29%	3795	2490	1305	3769	1324	2445
6211	PALMETTO PARK RD	Boca Rio Rd	Powerline Rd	6D	47599	45604	45287	44644	47837	1/13/2015	47717	1.76%	4080	2668	1412	4220	1558	2664

APPENDIX “C”

TEST 2 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

**TABLE 7
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 198

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 162

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL		PROG. LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	TRIPS						
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	26	2	I	1960	1.31%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	24	4D	I	1960	1.21%	YES	NO	
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	4	4D	I	1960	0.20%	YES	NO	
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	4	4D	I	1960	0.20%	YES	NO	
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	30	4D	I	1960	1.52%	YES	NO	
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	30	4D	I	1960	1.52%	YES	NO	
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	14	4D	I	1960	0.71%	NO	NO	
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	12%	24	4D	I	1960	1.21%	YES	NO	
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	20	4D	I	1960	1.01%	NO	NO	
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	4	2	I	880	0.45%	YES	NO	
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	12	2	I	880	1.35%	YES	NO	
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	12	2	I	880	1.35%	NO	NO	
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	16	2	I	880	1.80%	NO	NO	

**INDIAN TRAILS GROVE
CIVIC SITE 5 - 14.89 ACRES**

07/15/2015

**TABLE 8
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 59

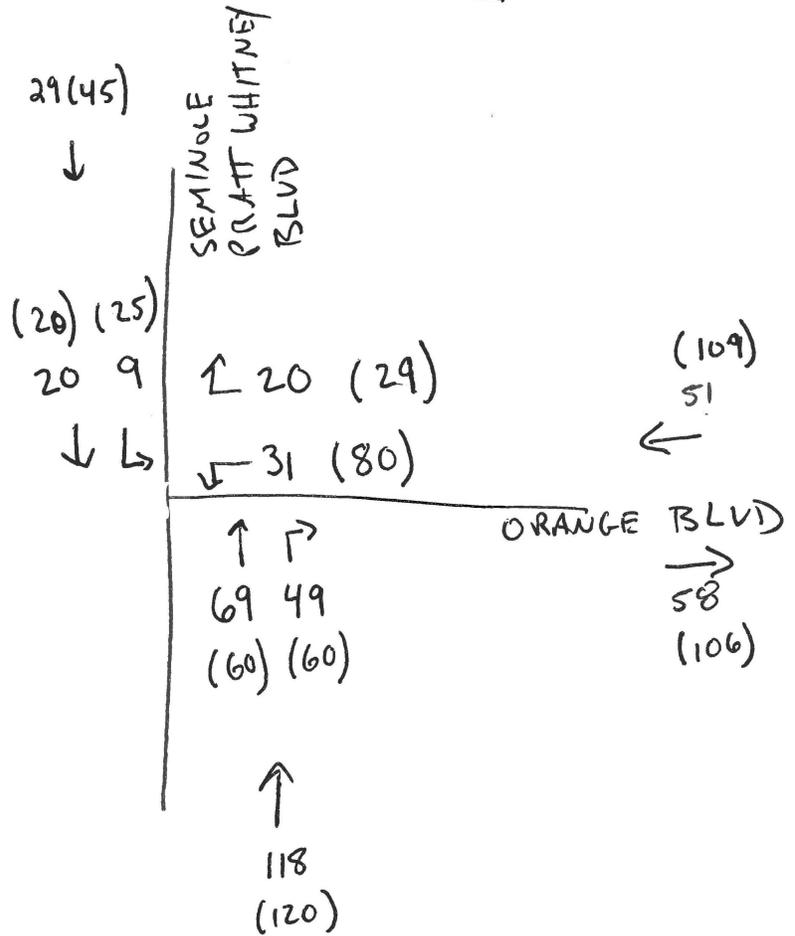
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 61

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL			LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	PROG. LANES	CLASS				
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	13%	8	2	I	1960	0.39%	YES	NO
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	12%	7	4D	I	1960	0.36%	YES	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	2%	1	4D	I	1960	0.06%	YES	NO
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	2%	1	4D	I	1960	0.06%	YES	NO
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	15%	9	4D	I	1960	0.45%	YES	NO
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	15%	9	4D	I	1960	0.45%	YES	NO
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	7%	4	4D	I	1960	0.21%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	12%	7	4D	I	1960	0.36%	YES	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	6	4D	I	1960	0.30%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	2%	1	2	I	880	0.13%	YES	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	6%	4	2	I	880	0.40%	YES	NO
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	6%	4	2	I	880	0.40%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	8%	5	2	I	880	0.54%	NO	NO

APPENDIX “D”

COMMITTED PROJECT TRIPS

Committed Trips from Links



Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406 Report Created: 07/07/2015
 CURRENT YEAR: 2014 FROM: Orange Blvd
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406 Report Created: 07/07/2015
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: Northlake Blvd
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2408
 CURRENT YEAR: 2013 FROM: 60th St N
 ANALYSIS YEAR: 2017 TO: Orange Blvd
 GROWTH RATE: -4.27% COUNT DATE: 2/13/2013
 PSF: 1

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1080	550	597	1102	510	592
Peak Volume	1080	550	597	1102	510	592
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1080	550	597	1102	510	592

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-173	-88	-96	-177	-82	-95		
Comm Dev+1% Growth	231	140	93	312	141	171		
Growth Volume Used	231	140	93	312	141	171		
Total Volume	1311	690	690	1414	651	763		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd	STATION: 3442	Report Created: 07/07/2015
CURRENT YEAR: 2013	FROM: Sycamore Dr	
ANALYSIS YEAR: 2017	TO: Persimmon Blvd	
GROWTH RATE: -0.56%	COUNT DATE: 2/13/2013	
	PSF: 1	

Time Period Direction	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		

Total Discounted Committed Developments 187 118 69 267 120 147

Historical Growth	-33	-19	-16	-30	-17	-13
Comm Dev+1% Growth	248	154	99	323	152	171
Growth Volume Used	248	154	99	323	152	171
Total Volume	1744	1032	827	1695	933	766

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd	STATION: 3442	Report Created: 07/07/2015
CURRENT YEAR: 2013	FROM: Persimmon Blvd	
ANALYSIS YEAR: 2017	TO: 60th St N	
GROWTH RATE: -0.56%	COUNT DATE: 2/13/2013	
	PSF: 1	

Time Period Direction	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		

Total Discounted Committed Developments 187 118 69 267 120 147

Historical Growth	-33	-19	-16	-30	-17	-13
Comm Dev+1% Growth	248	154	99	323	152	171
Growth Volume Used	248	154	99	323	152	171
Total Volume	1744	1032	827	1695	933	766

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3424
 CURRENT YEAR: 2014 FROM: Okeechobee Blvd
 ANALYSIS YEAR: 2017 TO: Sycamore Dr
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM		PM		
	2-way	NB/EB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0
Peak Volume	0	0	0	0	0
Diversion(%)	0	0	0	0	0
Volume after Diversion	0	0	0	0	0

Committed Developments							Type	% Complete
Highland Dunes	116	79	37	124	50	74	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Groves Town Center	22	5	17	77	44	32	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	203	116	87	354	170	182		
Total Committed Residential	116	79	37	124	50	74		
Total Committed Non-Residential	87	37	50	230	120	108		
Double Count Reduction	17	7	9	31	13	19		
Total Discounted Committed Developments	186	109	78	323	157	163		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	186	109	78	323	157	163		
Growth Volume Used	186	109	78	323	157	163		
Total Volume	186	109	78	323	157	163		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: 140th Ave N
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	958	822	202	885	257	659
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments							Type	% Complete
Florida Research Park	51	45	7	64	12	52	NR	15%
Pratt Whitney	39	34	5	39	5	34	NR	30%
Seminole Orange Plaza	15	7	8	31	15	15	NR	28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	77	41	36	145	70	75	NR	0%
Bayhill Commons	18	4	15	24	18	7	NR	0%
Total Committed Developments	224	142	84	328	133	195		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	224	142	84	328	133	195		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	224	142	84	328	133	195		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	253	167	90	355	141	215		
Growth Volume Used	253	167	90	355	141	215		
Total Volume	1211	989	292	1240	398	874		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Seminole Pratt Whitney Rd
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	958	822	202	885	257	659
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments							Type	% Complete
Florida Research Park	51	45	7	64	12	52	NR	15%
Pratt Whitney	39	34	5	39	5	34	NR	30%
Seminole Orange Plaza	15	7	8	31	15	15	NR	28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	77	41	36	145	70	75	NR	0%
Bayhill Commons	18	4	15	24	18	7	NR	0%
Total Committed Developments	224	142	84	328	133	195		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	224	142	84	328	133	195		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	224	142	84	328	133	195		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	253	167	90	355	141	215		
Growth Volume Used	253	167	90	355	141	215		
Total Volume	1211	989	292	1240	398	874		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

ROAD NAME: Orange Blvd STATION: 2417 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: MIDPOINT
 ANALYSIS YEAR: 2017 TO: 140th Ave N
 GROWTH RATE: 1.09% COUNT DATE: 1/21/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	498	292	246	876	419	457
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	69	35	34	134	66	67		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	69	35	34	134	66	67		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	69	35	34	134	66	67		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	84	44	41	161	79	81		
Growth Volume Used	84	44	41	161	79	81		
Total Volume	582	336	287	1037	498	538		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

ROAD NAME: Orange Blvd STATION: 2417 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Seminole Pratt Whitney Rd
 ANALYSIS YEAR: 2017 TO: MIDPOINT
 GROWTH RATE: 1.09% COUNT DATE: 1/21/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	498	292	246	876	419	457
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	70	37	33	143	71	72	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	109	58	51	216	106	109		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	109	58	51	216	106	109		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	109	58	51	216	106	109		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	124	67	58	243	119	123		
Growth Volume Used	124	67	58	243	119	123		
Total Volume	622	359	304	1119	538	580		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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Certificate of Authorization Number 3452



TRAFFIC IMPACT STATEMENT

INDIAN TRAILS GROVE CIVIC SITE 6
11.26 ACRES
PALM BEACH COUNTY, FLORIDA

Prepared for:

G.L Homes
1600 Sawgrass Corporate Parkway
Suite 230
Sunrise, FL 33323

Job No. 14-096

Date: July 15, 2015

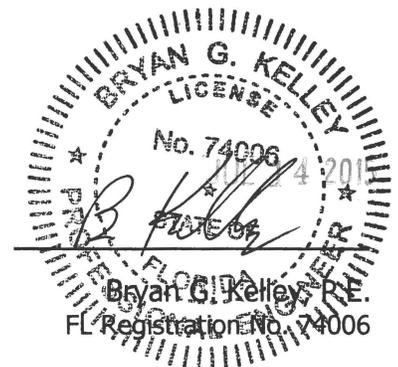


TABLE OF CONTENTS

1.0 SITE DATA.....	3
2.0 PURPOSE OF STUDY.....	4
3.0 TRAFFIC GENERATION.....	5
4.0 RADIUS OF DEVELOPMENT INFLUENCE	5
5.0 EXISTING TRAFFIC	6
6.0 INTERSECTION ANALYSIS TEST 1 – PART 1	6
7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2.....	7
8.0 TEST 2 – FIVE YEAR ANALYSIS	7
9.0 SITE RELATED IMPROVEMENTS.....	8
10.0 CONCLUSION	8

Appendices

INTERSECTION ANALYSIS	APPENDIX A
TEST 1 - LINK ANALYSIS	APPENDIX B
TEST 2 – LINK ANALYSIS.....	APPENDIX C
COMMITTED PROJECT TRIPS	APPENDIX D

1.0 SITE DATA

The Indian Trails Grove development is generally located west of 180th Avenue North, which is approximately 2 miles west of Seminole Pratt Whitney Road. The limits of the project extend from approximately 94th Street North to the north and to 50th Street North to the south. The overall Indian Trails Grove location map is shown in Figure 1. The overall site application is being submitted concurrently for an approval for a plan of development consisting of 3,943 single family dwelling units and 225,000 S.F. of commercial use. The development will have six public civic site dedications. The purpose of this report is to address the Civic Site 6 dedication consisting of 11.26 acres. The land use of Civic Site 6 is unknown at this time. The traffic analysis for all six public civic sites assumed a build-out year of 2017.

Site access will be via a driveway connection to 60th Street. For additional information concerning site location and layout, please refer to the Master Plan prepared by G.L. Homes.

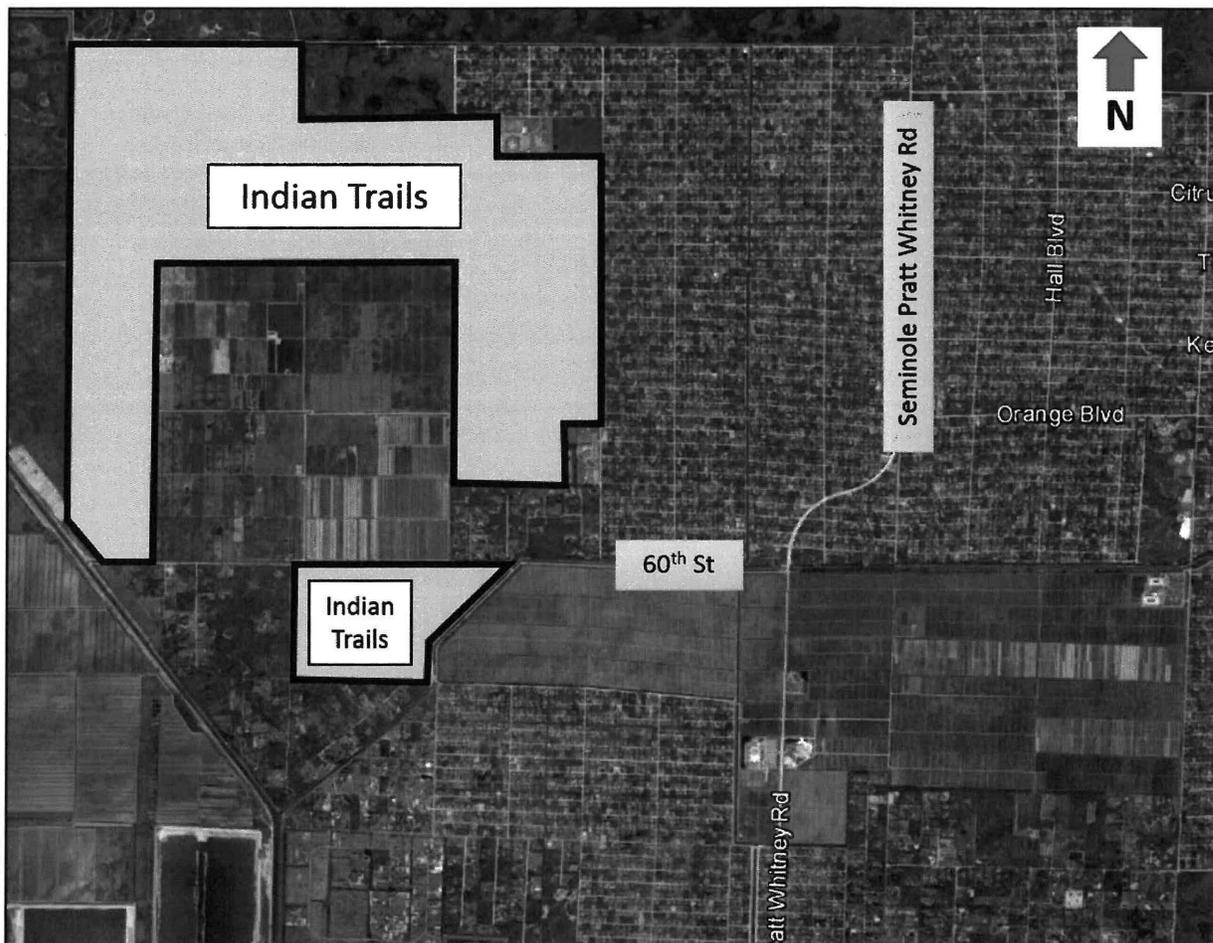


Figure 1 – Overall Indian Trails Grove Site Location
Source: Google 2014 ©

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence, which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence, which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence. This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

To estimate the amount of vehicle trips for the civic site dedication, it was determined to utilize the general office land use. This is consistent with previous civic land use dedication traffic studies that had an unknown land use. Based on 11.26 acres and assuming 10,000 S.F. of building area per acre, a total of 112,600 S.F. of general office is estimated for Civic Site 6 as calculated below:

$$11.26 \text{ Acres} \times \frac{10,000 \text{ S.F.}}{\text{Acre}} = 112,600 \text{ S.F.}$$

The traffic to be generated by the proposed development was calculated in accordance with the traffic generation rates published on the Palm Beach County traffic division webpage. Tables 1, 2 and 3 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the proposed development, respectively. Based on the proposed plan of development consisting of a 112,600 S.F. of general office area, the traffic generation for the proposed development may be summarized as follows:

Daily Traffic Generation	=	1,437 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	210 pht (185 pht/25 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	168 pht (29 pht/139 pht)

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 210 peak hour trips, the radius of development influence shall be two miles.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS “D” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS “E” of the link affected on a peak hour directional basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “E” of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing A.M. and P.M. peak hour traffic volumes for the links within the project's radius of development influence were available from the Palm Beach County Engineering Traffic Division.

Background traffic, consisting of historical growth allowances furnished by Palm Beach County, major project traffic, and anticipated development in the area was also considered. The individual, link specific growth rates are based on both 2012 and 2015 peak season traffic.

The 2015 total traffic on each link has been calculated using a 1.0% growth rate for each link and all approved but un-built traffic listed in the Approved Project Database summary tables received from the Palm Beach County Engineering Traffic Division.

The project is expected to be built-out in 2017 and background traffic was projected to that time. Please refer to Tables 4, 5, 6 and 7 of Appendix "B". A detailed analysis of all approved but unbuilt traffic within the project's radius of development influence has been performed and can be seen in Appendix "D" attached with this report.

6.0 INTERSECTION ANALYSIS TEST 1 – PART 1

The development of the subject parcel is not anticipated to result in excess of ten percent of total traffic on an average peak hour total traffic basis leading to any signalized intersection. However, as a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, the following intersection must be analyzed:

1. 60th Street and Seminole Pratt Whitney Road

A detailed analysis of this intersection has been performed and can be seen in Appendix "A" attached with this report.

The above referenced intersection has been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. As the results in the Intersection Analysis (attached as Appendix "A") show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume for intersections of 1400 vph for the subject intersection:

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>A.M.</u>	<u>P.M.</u>
60 th Street and Seminole Pratt Whitney Road	1107	841

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links within the project's radius of development influence and can be seen in the Project Distribution Figure attached with this report.

Tables 4 and 5 show the project's A.M. peak hour and P.M. peak hour project assignment as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service "D" have been outlined as links with significant project assignment. Based on the projected total A.M. and P.M. peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence as shown in Tables 6 and 7, this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

8.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 8 and 9 within Appendix "C" identify which of the roadway links within the project's radius of development influence have significant project assignment. For Test 2, a roadway link is considered significant impacted if the project assignment is greater than 3% of the applicable level of service standard for a roadway within the project radius of influence or greater than 5% of the applicable level of service standard for a roadway outside of the project radius of influence. As shown in Tables 10 and 11, all significantly impacted links are below the applicable LOS E volume thresholds. This project therefore meets the requirements of "Test Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

9.0 SITE RELATED IMPROVEMENTS

The A.M. and P.M. peak hour turning movement volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 2 and 3 attached with this report. The following summary applies:

		DIRECTIONAL DISTRIBUTION (TRIPS IN / OUT)
A.M. Peak Hour	=	185 / 25
P.M. Peak Hour	=	29 / 139

As previously mentioned, site access is proposed via a driveway connection to 60th Street. Based on 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, a left turn lane may be warranted. However, the need for turn lanes will be further evaluated at the time of site plan submittal for Civic Site 6.

10.0 CONCLUSION

The proposed development is expected to generate a total of 1,437 net trips per day, 210 A.M. peak hour trips and 168 P.M. peak hour trips at project build-out in 2017. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-out Test as required by the Palm Beach County Traffic Performance Standards and demonstrated in this analysis.

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

PROPOSED USE - GENERAL OFFICE

TABLE 1 - Daily 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	%	Trips	In	Out	Total	
General Office	710	112,600	S.F.	$\text{Ln}(T) = 0.76 \text{Ln}(X) + 3.68$					1,437			0		1,437	0%	0			1,437
Grand Totals:									1,437			0		1,437	0%	0			1,437

TABLE 2 - AM Peak Hour Traffic Generation

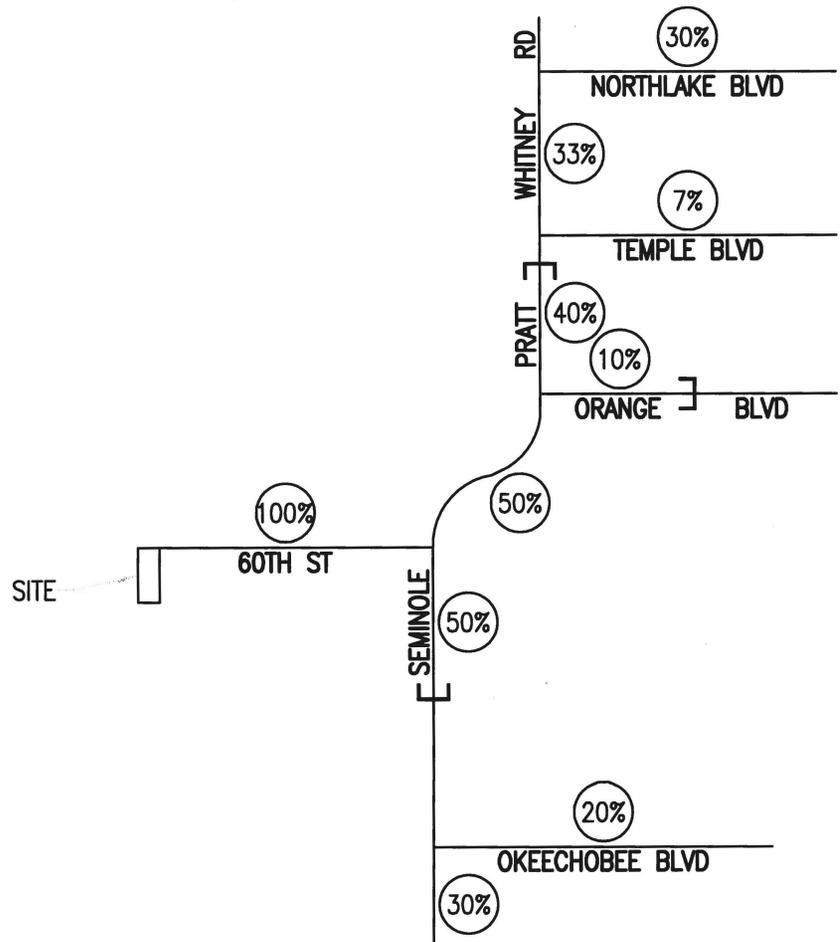
Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
General Office	710	112,600	S.F.	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.57$	0.88	0.12	185	25	210	0.0%	0	0	0	185	25	210	0%	0	185	25	210		
Grand Totals:									185	25	210	0.0%	0	0	0	185	25	210	0%	0	185	25	210

TABLE 3 - 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		
General Office	710	112,600	S.F.	1.49	0.17	0.83	29	139	168	0.0%	0	0	0	29	139	168	0%	0	29	139	168		
Grand Totals:									29	139	168	0.0%	0	0	0	29	139	168	0%	0	29	139	168



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PROJECT DISTRIBUTION

LEGEND

-  2-MILE RADIUS OF INFLUENCE FROM 60TH ST & SEMINOLE PRATT WHITNEY RD
-  15% TRIP DISTRIBUTION

**INDIAN TRAILS GROVE
 CIVIC SITE 6 - 11.26 ACRES**

14-096 BK 07-15-15

APPENDIX “A”

INTERSECTION ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE - CIVIC SITE 6 - 11.26 ACRES
SEMINOLE PRATT WHITNEY ROAD AND 60TH STREET**

INPUT DATA			
Growth Rate =	1.0%	Peak Season =	1.04
Current Year =	2014	Buildout Year =	2017

AM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2014)	89	480	0	0	801	5	15	0	276	0	0	0
Peak Season Adjustment	4	19	0	0	32	0	1	0	11	0	0	0
Background Traffic Growth	3	15	0	0	25	0	0	0	9	0	0	0
1.0% Background Growth	3	15	0	0	25	0	0	0	9	0	0	0
Major Projects Traffic	0	180	0	0	156	0	0	0	0	0	0	0
Background Traffic Growth Used	3	15	0	0	25	0	0	0	9	0	0	0
Project Traffic	93	0	0	0	93	13	0	13	0	0	0	0
Total	188	514	0	0	858	98	29	0	309	0	0	0
Approach Total	703			957			338			0		

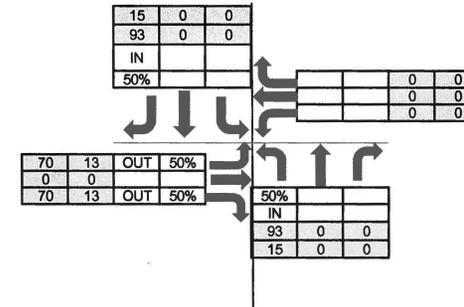
CRITICAL VOLUME ANALYSIS													
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0	
Per Lane Volume	188	514	0	0	858	98	29	0	309	0	0	0	
Right on Red			0		60		60					0	
Overlaps Left					29		188					0	
Adj. Per Lane Volume	188	514	0	0	858	9	29	0	60	0	0	0	
Through/Right Volume		514			858		60					0	
Opposing Left Turns		0			188		0					29	
Critical Volume for Approach		514			1047		60					29	
Critical Volume for Direction					1047				60				
Intersection Critical Volume							1,107						
STATUS?	UNDER												

PM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2014)	209	646	0	0	489	25	8	0	132	0	0	0
Peak Season Adjustment	8	26	0	0	20	1	0	0	5	0	0	0
Background Traffic Growth	7	20	0	0	15	1	0	0	4	0	0	0
1.0% Background Growth	7	20	0	0	15	1	0	0	4	0	0	0
Major Projects Traffic	0	192	0	0	209	0	0	0	0	0	0	0
Background Traffic Growth Used	7	20	0	0	15	1	0	0	4	0	0	0
Project Traffic	15	0	0	0	0	15	70	0	70	0	0	0
Total	239	692	0	0	524	42	79	0	211	0	0	0
Approach Total	931			566			290			0		

CRITICAL VOLUME ANALYSIS													
No. of Lanes	1	1	0	0	1	1	1	0	1	0	0	0	
Per Lane Volume	239	692	0	0	524	42	79	0	211	0	0	0	
Right on Red			0		60		60					0	
Overlaps Left					79		239					0	
Adj. Per Lane Volume	239	692	0	0	524	0	79	0	0	0	0	0	
Through/Right Volume		692			524		0					0	
Opposing Left Turns		0			239		0					79	
Critical Volume for Approach		692			763		0					79	
Critical Volume for Direction					763				79				
Intersection Critical Volume							841						
STATUS?	UNDER												

Note: Major project traffic from link analysis (includes Minto West trips)

TRIPS		
	IN	OUT
AM	185	25
PM	29	139



SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22400	45TH ST	NORTH SHORE DR	4/12/2011	4:30 PM	0	148	21	36	0	31	0	67	40	24	1105	116	4	64	1728	39	3423
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	7:30 AM	0	26	13	115	0	229	11	93	0	106	2477	56	29	150	1473	370	5148
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	7:30 AM	0	41	7	79	0	254	7	80	7	131	1975	99	10	172	1419	316	4597
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	7:30 AM	0	25	6	55	0	160	14	59	0	66	2159	93	7	226	1273	326	4469
22374	45TH ST	NORTHPOINT PKWY/	11/13/2014	5:00 PM	0	72	9	141	0	467	8	169	19	81	1706	47	15	116	2173	84	5107
22374	45TH ST	NORTHPOINT PKWY/	10/15/2012	5:00 PM	0	71	8	134	0	479	9	175	15	81	1672	51	15	103	2151	98	5062
22374	45TH ST	NORTHPOINT PKWY/	9/7/2010	4:45 PM	0	67	22	153	1	406	29	131	0	85	1697	38	8	154	1901	102	4794
22350	45TH ST	VILLAGE BLVD	2/24/2015	7:30 AM	0	108	79	527	0	35	9	48	3	263	1628	64	1	304	1241	165	4475
22350	45TH ST	VILLAGE BLVD	12/4/2013	7:15 AM	0	110	99	861	0	39	14	56	10	217	1503	88	0	259	1208	157	4621
22350	45TH ST	VILLAGE BLVD	1/28/2013	7:30 AM	0	108	195	757	0	59	18	77	5	178	1732	47	0	266	1220	234	4896
22350	45TH ST	VILLAGE BLVD	8/30/2011	7:30 AM	0	89	101	698	0	41	16	35	2	194	1465	75	0	199	841	173	3929
22350	45TH ST	VILLAGE BLVD	3/18/2010	7:30 AM	0	107	107	734	0	34	35	26	4	217	1555	79	0	268	1007	134	4307
22350	45TH ST	VILLAGE BLVD	2/25/2015	4:45 PM	0	100	36	402	0	272	111	266	10	81	1502	138	5	555	1843	35	5356
22350	45TH ST	VILLAGE BLVD	12/4/2013	5:00 PM	0	118	34	472	0	313	96	258	15	85	1257	134	0	564	1496	40	4882
22350	45TH ST	VILLAGE BLVD	1/28/2013	4:45 PM	0	99	56	424	0	297	103	255	9	73	1565	72	2	523	1602	62	5142
22350	45TH ST	VILLAGE BLVD	8/30/2011	4:30 PM	1	94	34	394	0	240	110	170	4	107	1035	131	2	401	1277	61	4061
22350	45TH ST	VILLAGE BLVD	3/18/2010	4:45 PM	0	119	40	455	0	167	207	238	9	67	1239	160	5	455	1543	90	4794
22340	45TH ST	WAL-MART	11/7/2013	7:30 AM	0	3	0	1	0	136	0	35	5	17	1747	2	58	5	1224	75	3308
22340	45TH ST	WAL-MART	3/22/2011	7:45 AM	0	2	0	2	0	125	0	26	4	22	1693	1	37	1	1032	70	3015
22340	45TH ST	WAL-MART	11/7/2013	12:30 PM	0	1	0	1	0	226	1	63	4	29	995	0	41	4	1161	128	2654
22340	45TH ST	WAL-MART	3/22/2011	12:00 PM	0	2	0	1	0	206	0	59	8	35	1004	0	52	2	1112	193	2674
22340	45TH ST	WAL-MART	11/6/2013	5:00 PM	0	3	1	3	0	223	0	111	7	44	1291	1	35	0	1763	155	3637
22340	45TH ST	WAL-MART	3/22/2011	4:45 PM	0	1	0	3	2	218	0	83	3	45	1109	1	51	0	1656	121	3293
22385	45TH STREET	SOUTH PLACE	11/12/2013	7:15 AM	0	33	0	6	0	8	0	27	2	12	2443	66	1	14	1383	2	3997
22385	45TH STREET	SOUTH PLACE	4/12/2011	7:30 AM	0	51	0	10	0	10	0	19	5	10	2174	91	2	9	1344	4	3729
22385	45TH STREET	SOUTH PLACE	11/12/2013	4:30 PM	0	145	4	25	1	9	0	11	3	26	1364	41	7	15	1961	4	3616
22385	45TH STREET	SOUTH PLACE	4/12/2011	4:30 PM	2	65	9	13	0	8	0	21	3	25	1548	40	6	10	2034	9	3793
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	7:45 AM	0	4	386	4	0	389	351	0	0	1	23	5	0	4	7	101	1275
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	7:00 AM	0	10	377	0	0	39	694	4	0	2	0	9	0	4	3	6	1148
22075	60TH ST N	ROYAL PALM BEACH	1/14/2015	5:00 PM	0	0	389	4	0	129	428	0	0	0	12	5	0	8	37	457	1469
22075	60TH ST N	ROYAL PALM BEACH	3/1/2010	5:00 PM	0	5	856	2	0	8	615	1	0	1	1	4	0	2	0	10	1505
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	6:30 AM	0	89	480	0	0	0	801	5	0	15	0	276	0	0	0	0	1666
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	7:15 AM	0	103	428	0	0	0	458	21	0	15	1	269	0	0	0	0	1295

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	6:30 AM	0	88	481	0	0	0	681	3	0	2	0	340	0	0	0	0	1595
22050	60TH ST N	SEMINOLE PRATT-W	10/28/2014	5:00 PM	0	209	646	0	0	0	489	25	0	8	0	132	0	0	0	0	1509
22050	60TH ST N	SEMINOLE PRATT-W	1/30/2013	4:45 PM	0	139	596	0	0	0	412	17	0	10	0	97	0	0	0	0	1271
22050	60TH ST N	SEMINOLE PRATT-W	5/1/2012	4:30 PM	0	146	582	0	0	0	378	19	0	14	0	147	0	0	0	0	1286
37875	6TH AVE S	A ST	11/19/2014	7:00 AM	0	130	70	14	4	63	97	188	4	198	563	22	1	17	840	28	2239
37875	6TH AVE S	A ST	9/19/2013	7:30 AM	0	123	64	21	0	43	47	123	3	123	647	78	0	19	746	22	2059
37875	6TH AVE S	A ST	11/14/2012	7:00 AM	0	125	108	17	0	39	84	216	2	195	634	69	0	28	751	42	2310
37875	6TH AVE S	A ST	9/7/2010	7:00 AM	0	103	85	17	0	40	74	178	2	147	531	57	1	9	627	39	1910
37875	6TH AVE S	A ST	11/19/2014	4:45 PM	0	121	81	13	0	66	74	149	0	210	1207	60	3	18	968	21	2991
37875	6TH AVE S	A ST	9/17/2013	4:30 PM	0	103	61	12	0	59	66	151	0	217	831	102	0	21	735	43	2401
37875	6TH AVE S	A ST	11/14/2012	5:00 PM	0	123	71	29	0	33	103	158	4	158	843	88	4	34	591	45	2284
37875	6TH AVE S	A ST	9/7/2010	4:45 PM	0	110	68	16	0	32	77	140	3	181	799	88	2	25	579	59	2179
37900	6TH AVE S	DIXIE HWY	4/28/2015	7:30 AM	0	200	295	25	2	47	370	145	0	169	227	185	0	36	293	32	2026
37900	6TH AVE S	DIXIE HWY	11/15/2012	7:15 AM	0	182	335	48	0	39	277	122	0	168	231	141	0	54	256	34	1887
37900	6TH AVE S	DIXIE HWY	9/22/2010	7:15 AM	0	167	230	15	0	34	213	119	0	138	185	140	0	17	207	30	1495
37900	6TH AVE S	DIXIE HWY	4/28/2015	5:00 PM	0	262	484	25	0	46	488	180	0	255	272	226	0	27	151	8	2424
37900	6TH AVE S	DIXIE HWY	11/15/2012	4:30 PM	0	215	454	51	0	57	481	228	0	235	238	211	0	79	195	43	2487
37900	6TH AVE S	DIXIE HWY	9/22/2010	5:00 PM	0	227	369	22	0	45	409	193	0	162	220	228	0	15	160	37	2087
37850E	6TH AVE S	I-95 EAST	4/2/2015	7:15 AM	0	661	0	442	0	0	0	0	0	665	736	0	0	0	755	467	3726
37850E	6TH AVE S	I-95 EAST	11/19/2014	7:15 AM	0	627	0	516	0	0	0	0	0	640	694	0	0	0	731	438	3646
37850E	6TH AVE S	I-95 EAST	11/14/2012	7:15 AM	0	599	0	352	0	0	0	0	0	643	535	0	0	0	686	373	3188
37850E	6TH AVE S	I-95 EAST	1/31/2012	7:15 AM	0	544	0	326	0	0	0	0	3	538	476	0	0	0	612	320	2819
37850E	6TH AVE S	I-95 EAST	10/4/2010	7:15 AM	0	553	0	338	0	0	0	0	0	488	509	0	0	0	586	326	2800
37850E	6TH AVE S	I-95 EAST	3/3/2010	7:45 AM	0	543	0	295	0	0	0	0	0	419	509	0	0	0	609	288	2663
37850E	6TH AVE S	I-95 EAST	4/2/2015	4:45 PM	0	967	0	699	0	0	0	0	1	515	797	0	0	0	793	350	4122
37850E	6TH AVE S	I-95 EAST	11/19/2014	4:45 PM	0	931	0	769	0	0	0	0	0	494	870	0	0	0	726	354	4144
37850E	6TH AVE S	I-95 EAST	11/14/2012	4:45 PM	0	741	0	679	0	0	0	0	0	443	784	0	0	0	731	330	3708
37850E	6TH AVE S	I-95 EAST	1/31/2012	4:30 PM	0	765	0	516	0	0	0	0	4	400	691	0	0	0	778	272	3426
37850E	6TH AVE S	I-95 EAST	10/4/2010	4:30 PM	0	747	0	548	0	0	0	0	0	390	667	0	0	0	675	239	3266
37850E	6TH AVE S	I-95 EAST	3/3/2010	4:45 PM	0	818	0	504	0	0	0	0	0	303	666	0	0	0	672	281	3244
37850W	6TH AVE S	I-95 WEST	4/2/2015	7:45 AM	0	0	0	0	0	289	0	506	0	0	817	759	0	560	783	0	3714
37850W	6TH AVE S	I-95 WEST	11/19/2014	7:15 AM	0	0	0	0	0	318	0	553	0	0	1013	577	0	574	770	0	3805
37850W	6TH AVE S	I-95 WEST	11/14/2012	7:15 AM	0	0	0	0	0	328	0	466	0	0	809	659	0	522	797	0	3581

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2014 - 01/04/2014	0.97	1.01
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.00	1.04
4	01/19/2014 - 01/25/2014	0.99	1.03
* 5	01/26/2014 - 02/01/2014	0.98	1.02
* 6	02/02/2014 - 02/08/2014	0.97	1.01
* 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.95	0.99
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.95	0.99
*11	03/09/2014 - 03/15/2014	0.95	0.99
*12	03/16/2014 - 03/22/2014	0.95	0.99
*13	03/23/2014 - 03/29/2014	0.96	1.00
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	0.99	1.03
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.04	1.08
25	06/15/2014 - 06/21/2014	1.05	1.09
26	06/22/2014 - 06/28/2014	1.06	1.10
27	06/29/2014 - 07/05/2014	1.07	1.11
28	07/06/2014 - 07/12/2014	1.07	1.11
29	07/13/2014 - 07/19/2014	1.08	1.13
30	07/20/2014 - 07/26/2014	1.07	1.11
31	07/27/2014 - 08/02/2014	1.06	1.10
32	08/03/2014 - 08/09/2014	1.05	1.09
33	08/10/2014 - 08/16/2014	1.04	1.08
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.04	1.08
37	09/07/2014 - 09/13/2014	1.04	1.08
38	09/14/2014 - 09/20/2014	1.04	1.08
39	09/21/2014 - 09/27/2014	1.03	1.07
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.98	1.02
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	1.01	1.05
47	11/16/2014 - 11/22/2014	1.01	1.05
48	11/23/2014 - 11/29/2014	1.00	1.04
49	11/30/2014 - 12/06/2014	0.99	1.03
50	12/07/2014 - 12/13/2014	0.98	1.02
51	12/14/2014 - 12/20/2014	0.97	1.01
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.00	1.04

* PEAK SEASON

09-MAR-2015 16:07:54

830UPD

4_9301_PKSEASON.TXT

APPENDIX “B”

TEST 1 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 4
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 185
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 25

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL			LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
					PROJECT TRIPS	PROG. LANES	CLASS				
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	100%	185	2	I	1960	9.44%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	33%	61	4D	I	1960	3.11%	NO	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	40%	74	4D	I	1960	3.78%	YES	YES
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	50%	93	4D	I	1960	4.72%	YES	YES
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	50%	93	4D	I	1960	4.72%	YES	YES
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	50%	93	4D	I	1960	4.72%	YES	YES
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	30%	56	4D	I	1960	2.83%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	30%	56	2	I	880	6.31%	NO	YES
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	30%	56	2	I	880	6.31%	NO	YES
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	65	4D	I	1960	3.30%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	7%	13	2	I	880	1.47%	NO	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	10%	19	2	I	880	2.10%	YES	YES
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	19	2	I	880	2.10%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	20%	37	2	I	880	4.20%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

2017 BUILD OUT
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 29

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139

STATION	ROADWAY	FROM	TO	PM PEAK HOUR				LOS D STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	PROG. LANES	CLASS				
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	100%	139	2	I	1960	7.09%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	33%	46	4D	I	1960	2.34%	NO	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	40%	56	4D	I	1960	2.84%	YES	YES
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	50%	70	4D	I	1960	3.55%	YES	YES
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	50%	70	4D	I	1960	3.55%	YES	YES
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	50%	70	4D	I	1960	3.55%	YES	YES
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	30%	42	4D	I	1960	2.13%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	30%	42	2	I	880	4.74%	NO	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	30%	9	2	I	880	0.99%	NO	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	10	4D	I	1960	0.52%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	7%	10	2	I	880	1.11%	NO	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RC	140TH AVENUE NORTH	10%	14	2	I	880	1.58%	YES	YES
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	3	2	I	880	0.33%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	20%	28	2	I	880	3.16%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 6
AM PEAK HOUR - TEST 1**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 185
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 25

ROADWAY	FROM	TO	DIRECTION	2015 AM PEAK TRAFFIC	PROJECT DISTRIBUTION	AM PEAK PROJECT TRIPS	SEGMENT GROWTH RATE	BCKGD GROWTH	FULL MINTO TRAFFIC	PHASED MINTO TRAFFIC ⁽³⁾	MAJOR PROJECT	1.0% GROWTH	APPROVED PROJECTS PLUS 1.0%	TOTAL BACKGROUND TRAFFIC ⁽²⁾	2017 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	MEETS LOS STD.
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	306	100%	25	1.00%	6	0	0	0	6	6	6	337	2	I	880	YES
			WB	99	100%	185	1.00%	2	0	0	0	0	1	1	2	286	2	I	880
SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	NB	508	40%	10	4.59%	48	456	48	29	5	80	80	598	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	NB	535	40%	74	4.59%	50	477	48	29	5	82	82	691	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	SB	664	50%	13	3.82%	52	615	62	118	7	187	187	863	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	SB	622	50%	93	3.82%	48	644	64	69	6	139	139	854	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	856	50%	93	2.93%	51	906	91	118	9	218	218	1166	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	SB	793	50%	13	2.93%	47	866	87	69	8	164	164	969	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	633	50%	93	1.00%	13	787	79	109	6	194	194	920	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	SB	951	50%	13	1.00%	19	752	75	78	10	163	163	1126	4D	I	1960	YES
NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB		30%	8	** INSIGNIFICANT ASSIGNMENT												
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	WB	239	30%	56	1.19%	6	381	38	84	2	124	124	419	2	I	880	YES
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	EB		30%	8	** INSIGNIFICANT ASSIGNMENT												
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	WB	336	30%	56	4.15%	28	381	38	141	3	182	182	574	2	I	880	YES
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB		10%	3	** INSIGNIFICANT ASSIGNMENT												
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	WB	254	10%	19	1.91%	10	72	7	51	3	61	61	333	2	I	880	YES

Notes:
 (1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
 (2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
 (3) Minto West buildout is 2035.

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 7
PM PEAK HOUR - TEST 1**

2017 BUILD OUT
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 29
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139

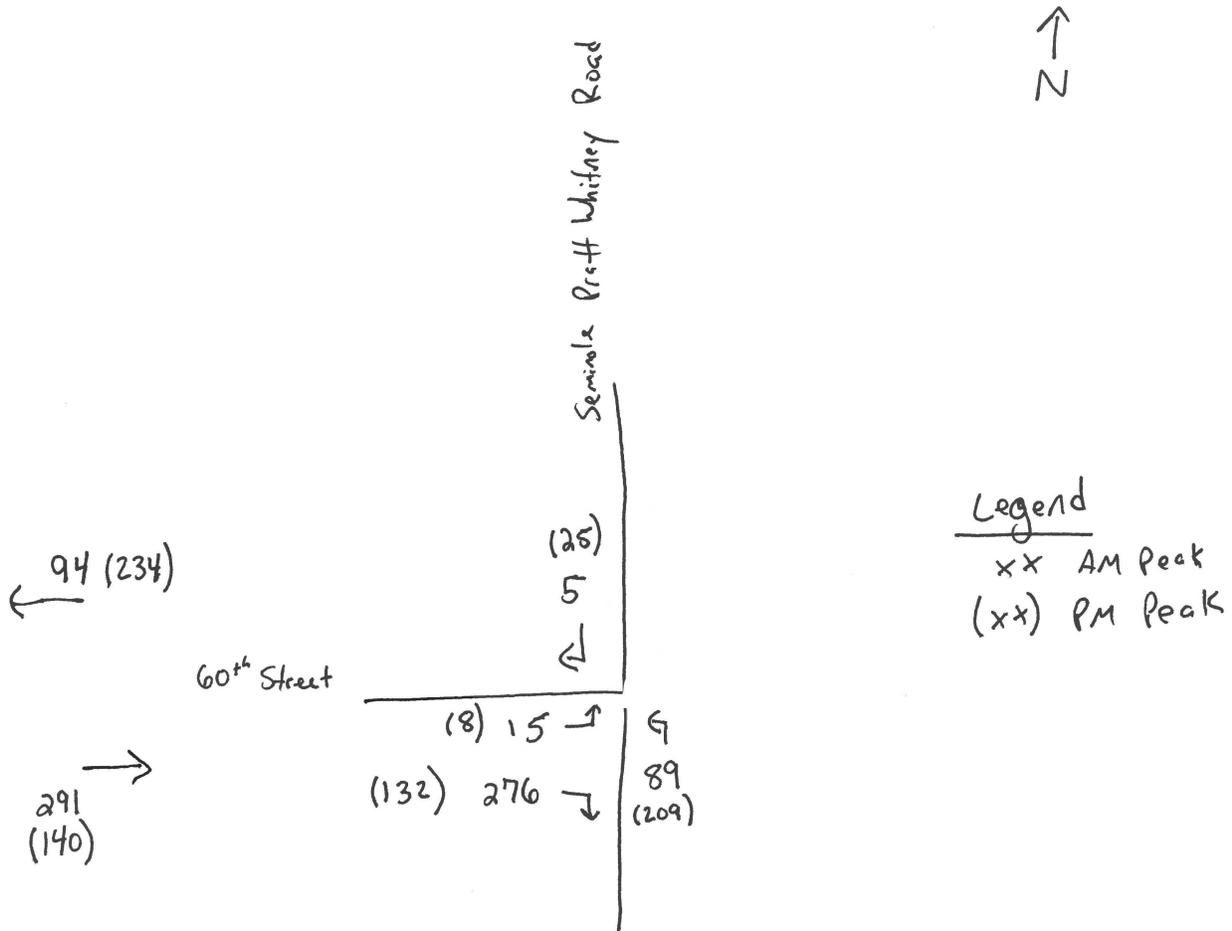
ROADWAY	FROM	TO	DIRECTION	2015	PROJECT	PM PEAK	SEGMENT	BCKGD	FULL	PHASED	MAJOR	1.0%	APPROVED	TOTAL	2017		LOS		MEETS
				PM PEAK		PROJECT				TRIPS				GROWTH	TRAFFIC	PROJECTS	BACKGROUND	TOTAL	
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	147	100%	139	1.00%	3	0	0	0	3	3	3	289	2	I	880	YES
			WB	246	100%	29	1.00%	5	0	0	0	2	2	5	280	2	I	880	YES
SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	NB	535	40%	56	4.59%	50	530	53	44	5	102	102	693	4D	I	1960	YES
			SB	527	40%	12	4.59%	49	456	46	45	5	96	96	635	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	NB	626	50%	70	3.82%	49	716	72	120	6	198	198	894	4D	I	1960	YES
			SB	685	50%	15	3.82%	52	616	62	147	7	216	216	895	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	870	50%	15	2.93%	52	867	87	120	9	216	216	1100	4D	I	1960	YES
			SB	626	50%	70	2.93%	37	1007	101	147	6	254	254	950	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	1035	50%	15	1.00%	21	753	75	157	10	242	242	1292	4D	I	1960	YES
			SB	545	50%	70	1.00%	11	875	88	163	5	256	256	871	4D	I	1960	YES
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	363	10%	14	1.91%	14	80	8	106	4	118	118	495	2	I	880	YES
			WB		10%	3	** INSIGNIFICANT ASSIGNMENT												

Notes:
 (1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
 (2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
 (3) Minto West buildout is 2035.



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 Website: simmonsandwhite.com

JOB NAME: Indian Trails Grove
 JOB NO: 14-096
 BY: _____
 DATE: _____
 SHEET NO: _____ OF: _____



★ Counts collected 10/28/14
 PSCF = 1.04
 Assume 1% Growth Rate
Convert to 2015 Peak season

EB AM = $291 \times 1.04 \times 1.01 = 306$
 EB PM = $140 \times 1.04 \times 1.01 = 147$
 WB AM = $94 \times 1.04 \times 1.01 = 99$
 WB PM = $234 \times 1.04 \times 1.01 = 246$

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2302	PROSPERITY FARMS RD	Hood Rd	Donald Ross Rd	2	9970	9590	8728	9064	8569	2/3/2015	9256	1.98%	648	307	341	870	477	414
4637	PURDY LN	Jog Rd	Haverhill Rd	2	8536	6800	7132	6672	7210	2/23/2015	7658	2.40%	623	217	409	734	423	324
4639	PURDY LN	Haverhill Rd	Military Tr	2	9583	9942	10223		10321	3/11/2015	10281	0.19%	655	414	251	950	441	542
2831	RCA BLVD	Alt A1A	Prosperity Farms Rd	2	9138		9755	8490	9865	4/15/2015	10010	0.86%	695	410	292	915	395	526
6904	RENAISSANCE WAY	Glades Rd	NW 19 ST	2	3991	3734	10271	12768	10970	1/14/2015	13210	8.75%	739	488	288	1159	590	647
1611	ROEBUCK RD	Loxahatchee River Rd	Central Blvd	2	5477	5101	4805	5167	5200	1/14/2015	5520	4.73%	542	257	318	521	252	279
3107	ROEBUCK RD	Jog Rd	Haverhill Rd	2	17913	18386	18395	18295	18539	2/25/2015	19457	1.89%	1743	1013	742	1949	741	1208
3681	ROEBUCK RD	Haverhill Rd	Military Trail	2	8588	9418	9305	9334	9390	2/17/2015	9916	2.14%	1030	563	474	902	413	508
3412	ROYAL PALM BEACH BL	Southern Blvd	Okeechobee Blvd	2	15911	14556	13640	13952	13527	1/12/2015	13973	0.81%	1019	463	556	1246	693	560
3410	ROYAL PALM BEACH BL	Okeechobee Blvd	RPB North City Limi	4D	22123		21426	21996	21384	1/12/2015	20912	-0.81%	1521	465	1087	1847	1116	735
3426	ROYAL PALM BEACH BL	RPB North City Limits	M Canal	4D	16753		14297	14621	14030	1/12/2015	13868	-1.01%	1076	486	621	1302	720	650
2402	ROYAL PALM BEACH BL	M Canal	Orange Blvd	2	15825	15912	15740	16300	15932	1/12/2015	15664	-0.16%	1242	531	743	1434	828	630
3819	ROYAL PALM BRIDGE	County Rd	Olive Ave	4D	20023	22300	21084		29265	2/11/2015	30161	12.68%	2135	1692	485	2573	875	1712
3414	SANSBURYS WAY	Southern Blvd	Belvedere Rd	2	9200	9091	6280	10945	11970	1/6/2015	11057	20.75%	862	467	399	1055	531	551
3454	SANSBURYS WAY	Belvedere Rd	Okeechobee Bl	2	7691	6170	10427	6287	6835	1/6/2015	6607	-14.11%	719	341	388	596	393	229
5802	SEACREST BLVD	23rd Ave	Woolbright Rd	5	21073	20290	20933	19995	20566	2/10/2015	21450	0.82%	1666	729	937	1734	1019	760
5800	SEACREST BLVD	Woolbright Rd	Boynton Beach Blvd	5	13982	12717	12263	12680	11793	2/25/2015	12985	1.93%	889	441	461	1179	752	454
5302	SEACREST BLVD	Boynton Beach Blvd	Gateway Blvd	5	12733	11274	11566	11621	11423	2/25/2015	13215	4.54%	932	380	552	1228	731	506
4806	SEACREST BLVD	Gateway Blvd	Hypoluxo Rd	5	11637	11302	12101	11543	11046	2/25/2015	11738	-1.01%	698	437	279	963	505	464
3420	SEMINOLE PRATT-WHIT	Southern Blvd	Okeechobee Blvd	4D	13922	13133		14444	13400	1/12/2015	14153		1294	437	861	1275	840	447
3424	SEMINOLE PRATT-WHIT	Okeechobee Blvd	Sycamore Dr E	2	16483					3/9/2015	18026		1584	633	951	1580	1035	545

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2015 DAILY			2015 AM PEAK HOUR			2015 PM PEAK HOUR		
					2010	2011	2012	2013	2014	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3442	SEMINOLE PRATT-WHIT	Sycamore Dr E	60TH ST N	4D	16151	16094	15382	16344		1/12/2015	16772	2.93%	1558	856	793	1488	870	626
2408	SEMINOLE PRATT-WHIT	60TH ST N	Orange Bl	4D	14772	12224	12152	12959		1/20/2015	13600	3.82%	1218	664	622	1287	626	665
2406	SEMINOLE PRATT-WHIT	Orange Bl	Northlake Blvd	2	9974	10411	10118	11479	10460	1/20/2015	11577	4.59%	987	508	535	1062	535	527
4644	SHERWOOD FOREST BL	Lake Worth Rd	10th Ave N	2	5767	6068	6461	7391	7699	2/23/2015	7925	7.05%	550	153	401	685	411	309
4654	SHERWOOD FOREST BL	10th Ave N	Cresthaven Blvd	2	7736	7794	7909	8145	8622	2/23/2015	8499	2.43%	678	260	440	759	439	333
4200	SHERWOOD FOREST BL	Cresthaven Blvd	Forest Hill Blvd	2	6348	6576	6431		6751	3/11/2015	7078	3.25%	472	231	241	611	252	376
2615	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	2	13508	12629	12250	11598	13490	3/9/2015	13765	3.96%	1029	525	511	1220	600	633
2807	SILVER BEACH RD	Old Dixie Hwy	US-1	2	11591	12068	10996	10795	11939	3/9/2015	12264	3.70%	851	414	437	1056	511	548
3418	SKEES RD	Okeechobee Bl	Belvedere Rd	2	4956	4436	4743	4673	4663	3/9/2015	4644	-0.70%	370	193	190	402	241	207
3446	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	2	16271			15592	16739	1/27/2015	17402		1369	561	818	1506	877	647
3429	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	4D	18470	19147	19657	20364	21697	1/28/2015	22634	4.81%	1667	768	965	2024	1342	691
3421	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	4D	23838	25586	25823	24709	26986	1/28/2015	25965	0.18%	1664	983	681	2340	1233	1130
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	3/2/2015	16177	5.41%	1282	501	823	1376	846	530
3101	SOUTHERN BLVD	CR 880	Lion Country Safari	4D	19702	15140	13813	15476	15321	1/22/2015	16177	5.41%	1004	407	661	962	634	462
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitn	4D	22490	18663	16681	19744	20081	2/2/2015	21463	8.77%	1794	689	1120	1701	1054	661
3443	SOUTHERN BLVD	Seminole Pratt Whitney	Binks Forest Drive	4D	28630	27143	25048	28400	29957	2/2/2015	30197	6.43%	2566	1357	1247	2405	1213	1192
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	4D	35305	31051	33763	32256	33674	2/25/2015	31648	-2.13%	2622	1422	1208	2639	1321	1318
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwoo	4D	46881	43698	42972	37398	46540	2/25/2015	46151	2.41%	3582	1920	1690	3643	1717	1935
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	6D	54303	54813	53757	56449	55493	2/25/2015	57424	2.22%	4558	2927	1717	4653	2002	2652
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Bl	6D	53158	55124	52734	54435	59036	2/25/2015	55995	2.02%	4371	2840	1625	4563	1989	2609
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	8D	65897	61903	58568	66355	72235	2/25/2015	74163	8.19%	5703	3495	2243	5973	2486	3523

APPENDIX “C”

TEST 2 LINK ANALYSIS

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 8
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 185

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 25

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	PROG. LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	100%	185	2	I	1960	9.44%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	33%	61	4D	I	1960	3.11%	NO	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	40%	74	4D	I	1960	3.78%	YES	YES
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	50%	93	4D	I	1960	4.72%	YES	YES
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	50%	93	4D	I	1960	4.72%	YES	YES
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	50%	93	4D	I	1960	4.72%	YES	YES
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	30%	56	4D	I	1960	2.83%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	30%	56	4D	I	1960	2.83%	NO	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	30%	56	4D	I	1960	2.83%	NO	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	65	4D	I	1960	3.30%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	7%	13	2	I	880	1.47%	NO	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	10%	19	2	I	880	2.10%	YES	NO
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	19	2	I	880	2.10%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	20%	37	2	I	880	4.20%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 9
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 29
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 139

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	PROG. LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	WITHIN 2 MILES?	PROJECT SIGNIFICANT
N/A	60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROA	100%	139	2	I	1960	7.09%	YES	YES
2406	SEMINOLE PRATT WHITNEY ROAD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	33%	46	4D	I	1960	2.34%	NO	NO
2406	SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	40%	56	4D	I	1960	2.84%	YES	NO
2408	SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	50%	70	4D	I	1960	3.55%	YES	YES
3442	SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	50%	70	4D	I	1960	3.55%	YES	YES
3424	SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	50%	70	4D	I	1960	3.55%	YES	YES
3420	SEMINOLE PRATT WHITNEY ROAD	OKEECHOBEE BOULEVARD	SOUTHERN BOULEVARD	30%	42	4D	I	1960	2.13%	NO	NO
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	30%	42	4D	I	1960	2.13%	NO	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	30%	42	4D	I	1960	2.13%	NO	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	49	4D	I	1960	2.48%	NO	NO
N/A	TEMPLE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	7%	10	2	I	880	1.11%	NO	NO
2417	ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	10%	14	2	I	880	1.58%	YES	NO
2409	ORANGE BOULEVARD	140TH AVENUE NORTH	COCONUT BOULEVARD	10%	14	2	I	880	1.58%	NO	NO
3419	OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE NORTH	20%	28	2	I	880	3.16%	NO	NO

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 10
AM PEAK HOUR - TEST 2**

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) =

185

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) =

25

ROADWAY	FROM	TO	DIRECTION	2015		AM PEAK		SEGMENT	GROWTH	BCKGD	FULL	PHASED			APPROVED	TOTAL	2020	TOTAL	ASSURED	LANES	CLASS	LOS	E	MEETS
				AM PEAK	PROJECT	PROJECT	TRIPS					TRAFFIC ⁽¹⁾	MAJOR	1.0%										
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	308	100%	25	1.00%	16	0	0	0	0	16	16	16	347	2	I	880	YES				
			WB	99	100%	185	1.00%	5	0	0	0	0	2	2	5	289	2	I	880	YES				
SEMINOLE PRATT WHITNEY ROAD	TEMPLE BOULEVARD	ORANGE BOULEVARD	NB	508	40%	10	4.59%	128	458	114	29	13	156	156	674	4D	I	1960	YES					
			SB	535	40%	74	4.59%	135	477	119	29	14	162	162	771	4D	I	1960	YES					
SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	NB	664	50%	13	3.82%	137	615	154	187	17	358	358	1034	4D	I	1960	YES					
			SB	622	50%	93	3.82%	128	644	161	101	16	278	278	992	4D	I	1960	YES					
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	856	50%	93	2.93%	133	906	227	187	22	436	436	1384	4D	I	1960	YES					
			SB	793	50%	13	2.93%	123	866	217	101	20	338	338	1144	4D	I	1960	YES					
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	633	50%	93	1.00%	32	787	197	187	16	400	400	1125	4D	I	1960	YES					
			SB	951	50%	13	1.00%	49	752	188	114	24	326	326	1290	4D	I	1960	YES					

Notes:

(1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road

(2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).

(3) Minto West buildout is 2035.

**INDIAN TRAILS GROVE
CIVIC SITE 6 - 11.26 ACRES**

07/15/2015

**TABLE 11
PM PEAK HOUR - TEST 2**

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 29
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 139

ROADWAY	FROM	TO	DIRECTION	2015 PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	SEGMENT GROWTH RATE	BCKGD GROWTH	FULL MINTO TRAFFIC	PHASED MINTO TRAFFIC ⁽³⁾	MAJOR PROJECT	1.0% GROWTH	APPROVED PROJECTS PLUS 1.0%	TOTAL BACKGROUND TRAFFIC ⁽²⁾	2020 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS	MEETS LOS STD.
60TH STREET ⁽¹⁾	SITE	SEMINOLE PRATT WHITNEY ROAD	EB	147	100%	139	1.00%	7	0	0	0	7	7	7	294	2	I	880	YES
			WB	246	100%	29	1.00%	13	0	0	0	6	6	6	13	288	2	I	880
SEMINOLE PRATT WHITNEY ROAD	ORANGE BOULEVARD	60TH STREET	NB	626	50%	70	3.82%	129	716	179	164	16	359	359	1054	4D	I	1960	YES
			SB	665	50%	15	3.82%	137	016	154	211	17	382	382	1061	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	60TH STREET	SYCAMORE DRIVE	NB	870	50%	15	2.93%	135	867	217	164	22	403	403	1287	4D	I	1960	YES
			SB	828	50%	70	2.93%	97	1007	252	211	16	479	479	1174	4D	I	1960	YES
SEMINOLE PRATT WHITNEY ROAD	SYCAMORE DRIVE	OKEECHOBEE BOULEVARD	NB	1035	50%	15	1.00%	53	753	188	197	26	411	411	1461	4D	I	1960	YES
			SB	545	50%	70	1.00%	28	875	219	233	14	466	466	1080	4D	I	1960	YES

Notes:

- (1) 60th Street volumes based on turning movement counts at the intersection of 60th Street and Seminole Pratt Whitney Road
- (2) Total Background Traffic equals the higher of the segment growth rate or 1% background growth plus committed trips (including Minto West).
- (3) Minto West buildout is 2035.

APPENDIX “D”

COMMITTED PROJECT TRIPS

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406
 CURRENT YEAR: 2014 FROM: Orange Blvd
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: Northlake Blvd
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR	0%
Minto West	0	0	0	0	0	0	NR	0%
Total Committed Developments	58	29	29	89	44	45		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	58	29	29	89	44	45		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	58	29	29	89	44	45		
Historical Growth	4	2	2	4	2	2		
Comm Dev+1% Growth	86	44	43	117	58	59		
Growth Volume Used	86	44	43	117	58	59		
Total Volume	1021	554	515	1050	525	536		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2408
 CURRENT YEAR: 2013 FROM: 60th St N
 ANALYSIS YEAR: 2017 TO: Orange Blvd
 GROWTH RATE: -4.27% COUNT DATE: 2/13/2013
 PSF: 1

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM		PM			
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1080	550	597	1102	510	592
Peak Volume	1080	550	597	1102	510	592
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1080	550	597	1102	510	592

Committed Developments							Type	% Complete
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-173	-88	-96	-177	-82	-95		
Comm Dev+1% Growth	231	140	93	312	141	171		
Growth Volume Used	231	140	93	312	141	171		
Total Volume	1311	690	690	1414	651	763		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3442 Report Created: 07/07/2015
 CURRENT YEAR: 2013 FROM: Sycamore Dr
 ANALYSIS YEAR: 2017 TO: Persimmon Blvd
 GROWTH RATE: -0.56% COUNT DATE: 2/13/2013
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-33	-19	-16	-30	-17	-13		
Comm Dev+1% Growth	248	154	99	323	152	171		
Growth Volume Used	248	154	99	323	152	171		
Total Volume	1744	1032	827	1695	933	766		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3442 Report Created: 07/07/2015
 CURRENT YEAR: 2013 FROM: Persimmon Blvd
 ANALYSIS YEAR: 2017 TO: 60th St N
 GROWTH RATE: -0.56% COUNT DATE: 2/13/2013
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1496	878	728	1372	781	595
Peak Volume	1496	878	728	1372	781	595
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1496	878	728	1372	781	595

Committed Developments							Type	% Complete
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Highland Dunes	135	92	43	145	59	86	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	200	124	76	298	135	162		
Total Committed Residential	135	92	43	145	59	86		
Total Committed Non-Residential	65	32	33	153	76	76		
Double Count Reduction	13	6	7	31	15	15		
Total Discounted Committed Developments	187	118	69	267	120	147		
Historical Growth	-33	-19	-16	-30	-17	-13		
Comm Dev+1% Growth	248	154	99	323	152	171		
Growth Volume Used	248	154	99	323	152	171		
Total Volume	1744	1032	827	1695	933	766		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 3424
 CURRENT YEAR: 2014 FROM: Okeechobee Blvd
 ANALYSIS YEAR: 2017 TO: Sycamore Dr
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report Created: 07/07/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
Highland Dunes	116	79	37	124	50	74	Res	0%
Seminole Orange Plaza	40	21	19	82	40	41	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Groves Town Center	22	5	17	77	44	32	NR	0%
Loxahatchee Groves Commons	25	11	14	71	36	35	NR	0%
Total Committed Developments	203	116	87	354	170	182		
Total Committed Residential	116	79	37	124	50	74		
Total Committed Non-Residential	87	37	50	230	120	108		
Double Count Reduction	17	7	9	31	13	19		
Total Discounted Committed Developments	186	109	78	323	157	163		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	186	109	78	323	157	163		
Growth Volume Used	186	109	78	323	157	163		
Total Volume	186	109	78	323	157	163		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: 140th Ave N
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments						Type	% Complete
Florida Research Park	51	45	7	64	12	52	NR 15%
Pratt Whitney	39	34	5	39	5	34	NR 30%
Seminole Orange Plaza	15	7	8	31	15	15	NR 28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR 0%
Minto West	0	0	0	0	0	0	NR 0%
Shops at Indian Trails	77	41	36	145	70	75	NR 0%
Bayhill Commons	18	4	15	24	18	7	NR 0%
Total Committed Developments	224	142	84	328	133	195	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	224	142	84	328	133	195	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	224	142	84	328	133	195	
Historical Growth	-12	-10	-3	-11	-3	-8	
Comm Dev+1% Growth	253	167	90	355	141	215	
Growth Volume Used	253	167	90	355	141	215	
Total Volume	1211	989	292	1240	398	874	

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data
 ROAD NAME: Northlake Blvd STATION: 2413
 CURRENT YEAR: 2014 FROM: Seminole Pratt Whitney Rd
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	958	822	202	885	257	659
Peak Volume	958	822	202	885	257	659
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments						Type	% Complete
Florida Research Park	51	45	7	64	12	52	NR 15%
Pratt Whitney	39	34	5	39	5	34	NR 30%
Seminole Orange Plaza	15	7	8	31	15	15	NR 28%
Planet Kids IX - SPW	24	11	13	25	13	12	NR 0%
Minto West	0	0	0	0	0	0	NR 0%
Shops at Indian Trails	77	41	36	145	70	75	NR 0%
Bayhill Commons	18	4	15	24	18	7	NR 0%
Total Committed Developments	224	142	84	328	133	195	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	224	142	84	328	133	195	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	224	142	84	328	133	195	
Historical Growth	-12	-10	-3	-11	-3	-8	
Comm Dev+1% Growth	253	167	90	355	141	215	
Growth Volume Used	253	167	90	355	141	215	
Total Volume	1211	989	292	1240	398	874	

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data

ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2017 TO: Coconut Blvd
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	958	822	202	885	257	659
Existing Volume	958	822	202	885	257	659
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments							Type % Complete	
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	Type	% Complete
Florida Research Park	62	54	8	77	14	63	NR	15%
Bayhill Estates	7	2	6	9	6	3	Res	60%
Pratt Whitney	58	51	7	59	8	51	NR	30%
Minto West	0	0	0	0	0	0	NR	0%
Northlake 62 Acre Property	41	31	11	60	23	38	Res	0%
Northlake CLF	9	7	2	17	6	11	NR	0%
Shops at Indian Trails	39	18	21	73	37	35	NR	0%
Bayhill Commons	28	6	22	37	26	10	NR	0%
112th TERRACE & NORTHLAKE	33	28	5	80	15	65	NR	0%
Total Committed Developments	277	197	82	412	135	276		
Total Committed Residential	48	33	17	69	29	41		
Total Committed Non-Residential	229	164	65	343	106	235		
Double Count Reduction	12	8	4	17	7	10		
Total Discounted Committed Developments	265	189	78	395	128	266		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	294	214	84	422	136	286		
Growth Volume Used	294	214	84	422	136	286		
Total Volume	1252	1036	286	1307	393	945		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	YES	YES	NO
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	NO

Input Data

ROAD NAME: Northlake Blvd STATION: 2413 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: 140th Ave N
 ANALYSIS YEAR: 2017 TO: Midpoint
 GROWTH RATE: -0.42% COUNT DATE: 1/6/2014
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction	958	822	202	885	257	659
Existing Volume	958	822	202	885	257	659
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	958	822	202	885	257	659

Committed Developments							Type % Complete	
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	Type	% Complete
Florida Research Park	62	54	8	77	14	63	NR	15%
Bayhill Estates	7	2	6	9	6	3	Res	60%
Pratt Whitney	58	51	7	59	8	51	NR	30%
Minto West	0	0	0	0	0	0	NR	0%
Northlake 62 Acre Property	5	1	3	7	4	3	Res	0%
Northlake CLF	9	7	2	17	6	11	NR	0%
Shops at Indian Trails	193	103	90	363	176	187	NR	0%
Bayhill Commons	28	6	22	37	26	10	NR	0%
112th TERRACE & NORTHLAKE	33	28	5	80	15	65	NR	0%
Total Committed Developments	395	252	143	649	255	393		
Total Committed Residential	12	3	9	16	10	6		
Total Committed Non-Residential	383	249	134	633	245	387		
Double Count Reduction	3	1	2	4	3	2		
Total Discounted Committed Developments	392	251	141	645	252	391		
Historical Growth	-12	-10	-3	-11	-3	-8		
Comm Dev+1% Growth	421	276	147	672	260	411		
Growth Volume Used	421	276	147	672	260	411		
Total Volume	1379	1098	349	1557	517	1070		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	NO	YES	NO	YES	NO
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	NO	YES	YES	YES	NO

ROAD NAME: Orange Blvd STATION: 2417 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: MIDPOINT
 ANALYSIS YEAR: 2017 TO: 140th Ave N
 GROWTH RATE: 1.09% COUNT DATE: 1/21/2014
 PSF: 1

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	69	35	34	134	66	67		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	69	35	34	134	66	67		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	69	35	34	134	66	67		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	84	44	41	161	79	81		
Growth Volume Used	84	44	41	161	79	81		
Total Volume	582	336	287	1037	498	538		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

ROAD NAME: Orange Blvd STATION: 2417 Report Created: 07/08/2015
 CURRENT YEAR: 2014 FROM: Seminole Pratt Whitney Rd
 ANALYSIS YEAR: 2017 TO: MIDPOINT
 GROWTH RATE: 1.09% COUNT DATE: 1/21/2014
 PSF: 1

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	498	292	246	876	419	457
Peak Volume	498	292	246	876	419	457
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	498	292	246	876	419	457

Committed Developments							Type	% Complete
Seminole Orange Plaza	70	37	33	143	71	72	NR	28%
Minto West	0	0	0	0	0	0	NR	0%
Shops at Indian Trails	39	21	18	73	35	37	NR	0%
Total Committed Developments	109	58	51	216	106	109		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	109	58	51	216	106	109		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	109	58	51	216	106	109		
Historical Growth	16	10	8	29	14	15		
Comm Dev+1% Growth	124	67	58	243	119	123		
Growth Volume Used	124	67	58	243	119	123		
Total Volume	622	359	304	1119	538	580		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Test 2-2020

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406
 CURRENT YEAR: 2014 FROM: Orange Blvd
 ANALYSIS YEAR: 2020 TO: Midpoint
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments						Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR 28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR 0%
Minto West	0	0	0	0	0	0	NR 0%
Total Committed Developments	58	29	29	89	44	45	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	58	29	29	89	44	45	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	58	29	29	89	44	45	
Historical Growth	9	5	4	9	4	5	
Comm Dev+1% Growth	116	60	58	146	73	74	
Growth Volume Used	116	60	58	146	73	74	
Total Volume	1051	570	530	1079	540	551	

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd STATION: 2406
 CURRENT YEAR: 2014 FROM: Midpoint
 ANALYSIS YEAR: 2020 TO: Northlake Blvd
 GROWTH RATE: 0.16% COUNT DATE: 1/7/2014
 PSF: 1

Report Created: 07/08/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	935	510	472	933	467	477
Peak Volume	935	510	472	933	467	477
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	935	510	472	933	467	477

Committed Developments						Type	% Complete
Seminole Orange Plaza	30	14	16	61	31	30	NR 28%
Planet Kids IX - SPW	28	15	13	28	13	15	NR 0%
Minto West	0	0	0	0	0	0	NR 0%
Total Committed Developments	58	29	29	89	44	45	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	58	29	29	89	44	45	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	58	29	29	89	44	45	
Historical Growth	9	5	4	9	4	5	
Comm Dev+1% Growth	116	60	58	146	73	74	
Growth Volume Used	116	60	58	146	73	74	
Total Volume	1051	570	530	1079	540	551	

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

