



June 11, 2019

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 West Palm Beach, FL 33407

**Department of Engineering
 and Public Works**

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**RE: R80 PUD
 FLUA Amendment Policy 3.5-d Review
 Round 2020-A**

Dear Ms. Lai:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, revised June 7, 2019, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County
 Board of County
 Commissioners**

- Mack Bernard, Mayor
- Dave Kerner, Vice Mayor
- Hal R. Valeche
- Gregg K. Weiss
- Robert S. Weinroth
- Mary Lou Berger
- Melissa McKinlay

County Administrator

Verdenia C. Baker

Location:	NE corner of 1 st Street and Southern Boulevard	
PCN:	00-42-43-27-05-005-1620 (<i>Others on file</i>)	
Acres:	11.01 acres	
	Current FLU	Proposed FLU
FLU:	Medium Residential, 5 dwelling units per acre (MR-5)	High Residential, 12 dwelling units per acre (HR-12)
Zoning:	Agricultural Residential (AR)/Single Family Residential District (RS)	Planned Unit Development (PUD)
Density/Intensity:	5 du/acre	12 du/acre
Maximum Potential:	Single Family Detached = 55 DUs	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) = 132 DUs
Proposed Potential:	None	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH) = 264 DUs
Net Daily Trips:	168 (maximum – current) 886 (proposed – current)	
Net PH Trips:	48 (12/36) AM, 58 (35/23) PM (maximum) 95 (25/70) AM, 116 (71/45) PM (proposed)	

** Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.*

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Anna Lai, P.E., PTOE
June 11, 2019
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Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment meets Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential** density shown above. The proposed change will have an insignificant impact for both the long range and Test 2 analyses.

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

Sincerely,

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

QB:DS:je

cc: Dominique Simeus – Project Coordinator II, Traffic Division
Steve Bohovsky – Technical Assistant III, Traffic Division
Lisa Amara – Senior Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
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LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**R80 PUD
11.01 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

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

Job No. 19-036

Date: April 4, 2019
Revised: June 7, 2019

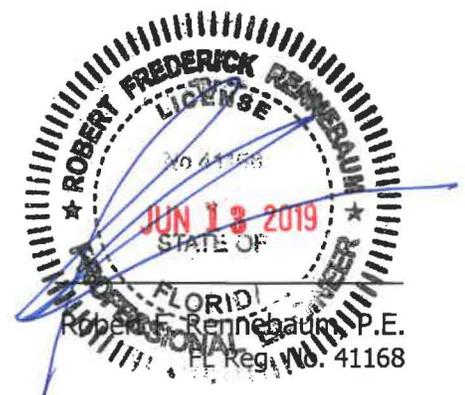


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1.0 SITE DATA

The subject parcel is located on the northeast corner of 1st Street and Southern Boulevard (westbound exit ramp to Jog Road) in Palm Beach County, Florida and contains approximately 11.01 acres. The Property Control Numbers (PCN) for the subject parcel are as follows:

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

The subject property is currently designated as Medium Residential, 5 dwelling units per acre (MR-5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to High Residential, 12 dwelling units per acre (HR-12). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 11.01 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing MR-5 future land use designation and the proposed HR-12 future land use designation:

MR-5

The most intensive land use under the existing MR-5 land use designation is "Single Family Residential". Based on 5 dwelling units per acre and the site area consisting of 11.01 acres, the maximum allowable intensity for the designated acreage under the existing MR-5 land use designation is 55 single family dwelling units calculated as follows:

$$11.01 \text{ Acre} \times \frac{5 \text{ Dwelling Units}}{\text{Acre}} = 55 \text{ Dwelling Units}$$

Single Family Residential (55 DU)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing MR-5 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 10th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for single family residential development, the maximum traffic generation for the property under the existing MR-5 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation = 550 tpd
AM Peak Hour Traffic Generation (In/Out) = 41 pht (10 In/31 Out)
PM Peak Hour Traffic Generation (In/Out) = 57 pht (36 In/21 Out)

HR-12

The most intensive land use for the proposed HR-12 land use designation is "Multifamily Apartment". Based on 12 dwelling units per acre and the site area consisting of 11.01 acres, the maximum allowable intensity for the designated acreage under the proposed HR-12 land use designation is 132 dwelling units calculated as follows:

$$11.01 \text{ Acre} \times \frac{12 \text{ Dwelling Units}}{\text{Acre}} = 132 \text{ Dwelling Units}$$

Multifamily Apartment (132 dwelling units)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed HR-12 land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for commercial development, the maximum traffic generation for the property under the proposed HR-12 land use designation may be summarized as follows:

Daily Traffic Generation = 718 tpd
AM Peak Hour Traffic Generation (In/Out) = 48 pht (12 In/36 Out)
PM Peak Hour Traffic Generation (In/Out) = 58 pht (35 In/23 Out)

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

Daily Traffic Generation = 168 tpd INCREASE
AM Peak Hour Traffic Generation = 7 pht INCREASE
PM Peak Hour Traffic Generation = 1 pht INCREASE

The above information is shown for informational purposes only. However, Table 4 calculates the traffic generation for a more realistic estimate of the anticipated uses and intensities and to vest peak hour trips for the subject site. The proposed development plan is 264 units of Multifamily Apartment. The traffic generation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Proposed Plan of Development

Daily Traffic Generation = 1,436 tpd
AM Peak Hour Traffic Generation (In/Out) = 95 pht (25 In/70 Out)
PM Peak Hour Traffic Generation (In/Out) = 116 pht (71 In/45 Out)

For the purposes of the traffic analysis within the traffic study, the proposed plan of development has been utilized to be conservative. The difference in daily trips between the proposed plan of development and the existing future land use designation is 886 trips.

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 886 trips per day, the radius of influence is the directly accessed link for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 116 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

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

5.0 YEAR 2040 ANALYSIS

Table 5 represents the required Year 2040 Analysis. As shown in Table 5, the proposed project will have an insignificant impact on the surrounding roadway network. Therefore, the proposed land use change meets the Year 2040 requirements of the Palm Beach County Comprehensive Plan.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 6 and 7 represent the required Test 2 Five Year Analysis. As shown in Tables 6 and 7, all roadway links are insignificant. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed HR-12 land use designation have been calculated in Table 4 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the continued development under the HR-12 land use designation may be summarized as follows:

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

AM Peak Hour = 25 / 70
PM Peak Hour = 71 / 45

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

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 116 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

**TABLE 1
 EXISTING MR-5 FUTURE LAND USE DESIGNATION - 55 DWELLING UNITS**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Single Family Detached	210	55	Dwelling Units	10		550		0		550	0%	0	550
Grand Totals:						550	0.0%	0		550	0%	0	550

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
Single Family Detached	210	55	Dwelling Units	0.25	0.75	10	31	41	0.0%	0	0	0	10	31	41	0%	0	10	31	41
Grand Totals:						10	31	41	0.0%	0	0	0	10	31	41	0%	0	10	31	41

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
Single Family Detached	210	55	Dwelling Units	0.63	0.37	36	21	57	0.0%	0	0	0	36	21	57	0%	0	36	21	57
Grand Totals:						36	21	57	0.0%	0	0	0	36	21	57	0%	0	36	21	57

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

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	132	Dwelling Units 5.44 -			718		0		718	0%	0	718
Grand Totals:						718	0.0%	0		718	0%	0	718

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	132	Dwelling Units 0.36	0.26	0.74	12	36	48	0.0%	0	0	0	12	36	48	0%	0	12	36	48
Grand Totals:						12	36	48	0.0%	0	0	0	12	36	48	0%	0	12	36	48

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	132	Dwelling Units 0.44	0.61	0.39	35	23	58	0.0%	0	0	0	35	23	58	0%	0	35	23	58
Grand Totals:						35	23	58	0.0%	0	0	0	35	23	58	0%	0	35	23	58

**TABLE 3
TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	550	41	10	31	57	36	21
PROPOSED DEVELOPMENT =	718	48	12	36	58	35	23
INCREASE =	168	7	2	5	1	-1	2

**TABLE 4
PROPOSED DEVELOPMENT PLAN**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total	%		Trips		
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	264	Dwelling Units	5.44			1,436		0	1,436	0%	0	1,436
Grand Totals:							1,436	0.0%	0	1,436	0%	0	1,436

AM Peak Hour Traffic Generation

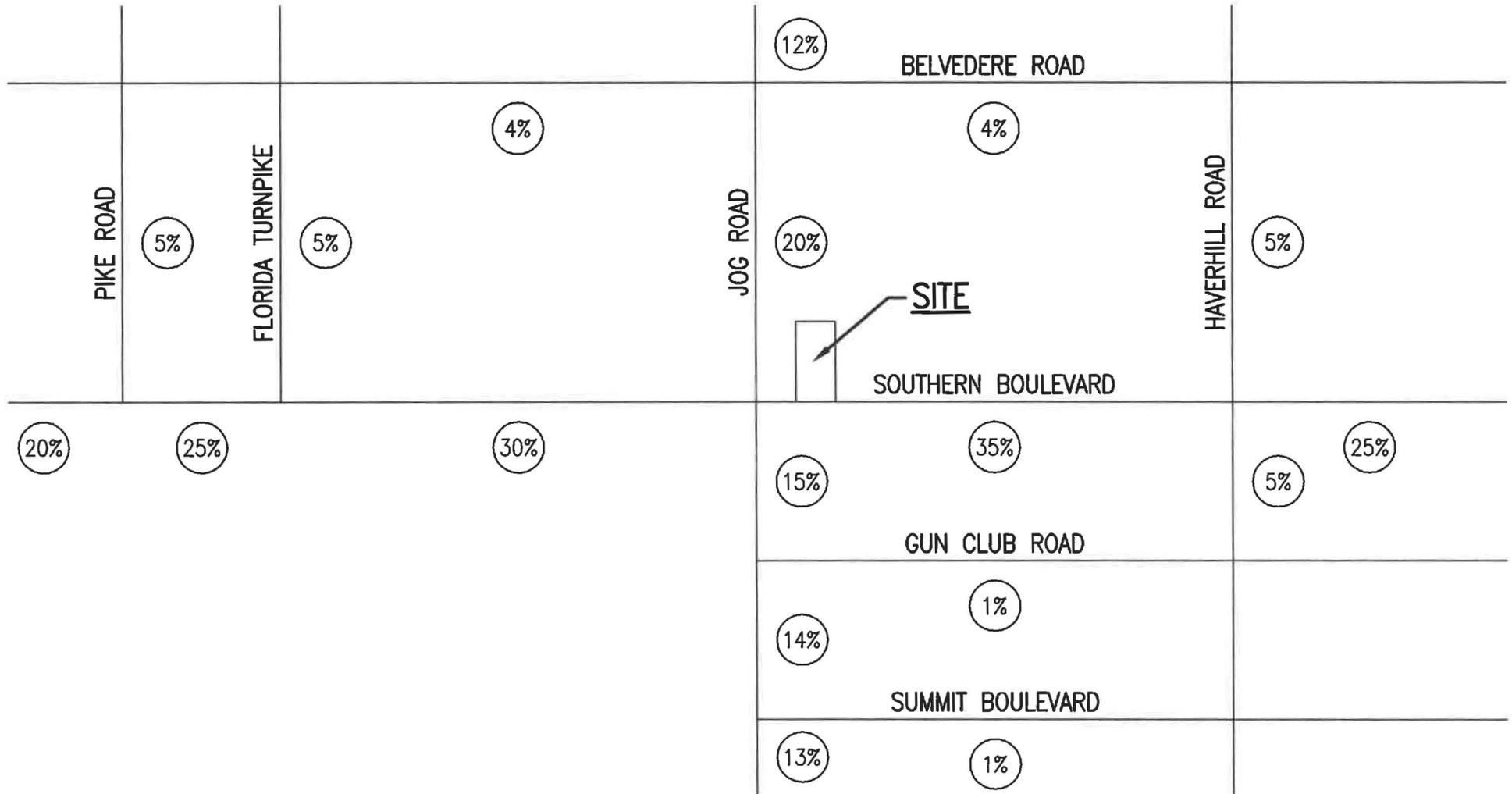
Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	264	Dwelling Units	0.36	0.26	0.74	25	70	95	0.0%	0	0	0	25	70	95	0%	0	25	70	95
Grand Totals:							25	70	95	0.0%	0	0	0	25	70	95	0%	0	25	70	95

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	264	Dwelling Units	0.44	0.61	0.39	71	45	116	0.0%	0	0	0	71	45	116	0%	0	71	45	116
Grand Totals:							71	45	116	0.0%	0	0	0	71	45	116	0%	0	71	45	116

APPENDIX A

YEAR 2040 ANALYSIS



PROJECT DISTRIBUTION

LEGEND

 PROJECT DISTRIBUTION

R80 PUD

19-036 AL 04-04-19

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

PROJECT: R80 PUD
EXISTING FUTURE LAND USE DESIGNATION: MR-5
TRIPS PER DAY = 550
PROPOSED FUTURE LAND USE DESIGNATION: HR-12
TRIPS PER DAY = 1,436
TRIP DECREASE = 886

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	30%	266	8D	67,300	0.39%	75,500	75,766	1.13	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	35%	310	8D	67,300	0.46%	75,600	75,910	1.13	NO

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

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	FDOT	8D	45,352	53,158	55,995	73,800	72,000
3405	SOUTHERN BLVD	Royal Palm Beach Blvd	Lamstein Ln	FDOT	8D	48,779	N/A	0	82,500	83,400
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	FDOT	8D	51,263	65,897	74,163	86,900	81,700
3415	SOUTHERN BLVD	SR 7	Sansbury's Way	FDOT	8D	38,854	61,147	68,835	75,700	87,700
3105	SOUTHERN BLVD	Sansbury's Way	Pike Rd	FDOT	8D	43,644	62,010	64,009	88,700	78,600
	SOUTHERN BLVD	Pike Rd	Fla Turnpike Entrance	FDOT	8D	45,951	56,749	0	80,800	72,900
3223	SOUTHERN BLVD	Fla Turnpike Entrance	Jog Rd	FDOT	8D	39,180	56,858	65,967	75,800	75,500
3643	SOUTHERN BLVD	Jog Rd	Haverhill Rd	FDOT	8D	32,658	61,432	69,801	39,300	75,600
3635	SOUTHERN BLVD	Haverhill Rd	Military Tr	FDOT	8D	30,884	64,446	77,359	39,600	82,100
3637	SOUTHERN BLVD	Military Tr	Kirk Rd	FDOT	8D	26,961	67,701	68,672	52,600	86,300
3673	SOUTHERN BLVD	Kirk Rd	Congress Ave	FDOT	8D	33,449	58,752	65,258	56,700	73,700
3639	SOUTHERN BLVD	Congress Ave SB	Congress Ave NB	FDOT	8D	53,584	N/A	0	67,300	29,500
3675	SOUTHERN BLVD	Congress Ave NB	Gem Lake	FDOT	8D	53,584	58,349	0	74,600	74,400
3217	SOUTHERN BLVD	Gem Lake	I-95	FDOT	8D	31,292	51,989	58,703	52,200	68,700
3313	SOUTHERN BLVD	I-95	Parker Ave	FDOT	8D	30,197	30,776	34,484	38,100	34,600
3823	SOUTHERN BLVD	Parker Ave	Dixie Hwy	FDOT	5	22,160	22,301	25,426	25,900	21,300
3825	SOUTHERN BLVD	Dixie Hwy	Flagler Dr	FDOT	5	13,377	11,595	17,152	17,100	11,100
3827	SOUTHERN BLVD	Flagler Dr	Ocean Blvd	FDOT	2	14,504	12,830	14,411	15,800	10,100
6605	SPANISH RIVER BLVD	Military Tr	IBM Access	BR	4	24,618	22,574	29,285	27,100	26,700
6305	SPANISH RIVER BLVD	IBM Access	Perimeter Rd	BR	4	22,776	23,173	27,823	20,700	25,300
6811	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy	BR	4D	21,491	19,254	22,555	33,900	24,100
6813	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy	BR	4D	16,980	15,945	18,750	20,700	18,300
6801	SPANISH RIVER BLVD	Federal Hwy	Ocean Blvd	BR	4D	18,419	18,762	19,154	23,000	21,200
7013	SR-15	State Market Rd SR-729	Section 20 Rd	FDOT	2	8,040	11,523	9,295	11,600	14,300
7012	SR-15	McClure Rd	State Market Rd SR-729	FDOT	2	7,300	6,666	6,395	9,600	7,900
7009	SR-15	W Main St	McClure Rd	FDOT	2	4,113	3,651	3,501	4,100	4,300
7008	SR-15	W Main St	N State Market Rd SR-729	FDOT	2	6,149	3,530	2,983	6,300	4,100
7007	SR-15	SR-729	Muck City Rd SR-700	FDOT	2	6,379	5,289	5,061	7,000	6,200
7005	SR-15	Old Connors Hwy	Amons Rd	FDOT	2	5,270	4,352	4,559	6,800	5,100
6110	SR-7	Broward County Line	SW 18 St	FDOT	6D	51,123	51,995	51,985	62,100	62,300
6414	SR-7	SW 18 St	Palmetto Park Rd	FDOT	6D	53,733	48,959	52,909	60,200	57,100
6400	SR-7	Palmetto Park Rd	Glades Rd	FDOT	6D	58,692	58,187	57,771	64,500	67,100
6402	SR-7	Glades Rd	Yamato Rd	FDOT	6D	51,532	44,141	45,141	52,700	55,300
6412	SR-7	Yamato Rd	Clint Moore Rd	FDOT	6D	37,804	31,986	36,321	58,800	43,600
6102	SR-7	Clint Moore Rd	Winner's Cir	FDOT	6D	32,366	30,642	28,306	55,900	45,800
5404	SR-7	Winner's Cir	W Atlantic Ave	FDOT	4D	28,073	23,965	27,414	52,600	43,000
5400	SR-7	W Atlantic Ave	Lee Rd	FDOT	4D	25,797	21,746	24,509	48,800	37,000
5402	SR-7	Lee Rd	Boynton Beach Blvd	FDOT	4D	27,483	22,402	23,191	49,600	37,600
5102	SR-7	Boynton Beach Blvd	Hypoluxo Rd	FDOT	6D	32,692	26,203	27,687	56,600	41,300
4402	SR-7	Hypoluxo Rd	Lantana Rd	FDOT	6D	31,171	28,880	31,450	57,400	38,800
4400	SR-7	Lantana Rd	Lake Worth Rd	FDOT	6D	42,465	40,402	41,210	67,900	40,200
4406	SR-7	Lake Worth Rd	Stribling Way	FDOT	8D	N/A	53,939	65,398	60,900	55,800
4102	SR-7	Stribling Way	Forest Hill Blvd	FDOT	8D	51,821	43,846	49,645	72,900	54,700
3452	SR-7	Forest Hill Blvd	Pioneer Rd	FDOT	8D	55,024	54,731	58,868	83,700	66,400
3408	SR-7	Pioneer Rd	Southern Blvd	FDOT	8D	55,628	52,008	56,643	84,100	64,100
3406	SR-7	Southern Blvd	Belvedere Rd	FDOT	8D	59,099	50,065	51,645	77,600	64,600
3404	SR-7	Belvedere Rd	Okeechobee Blvd	FDOT	8D	47,176	36,000	38,417	57,400	51,200
3468	SR-7	Okeechobee Blvd	Orange Grove Blvd	PBC	4	N/A	13,661	17,803	27,600	28,500

APPENDIX B

TEST 2 ANALYSIS

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

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTI25)
TOTAL AM PEAK HOUR PROJECT TRIPS (EXIT 70)

ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	PIKE ROAD	20%	14	8D	II	3,780	0.37%	NO
SOUTHERN BOULEVARD	PIKE ROAD	FLORIDA TURNPIKE	25%	18	8D	II	3,780	0.46%	NO
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	30%	21	8D	I	3,940	0.53%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	35%	25	8D	I	3,940	0.62%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	25%	18	8D	I	3,940	0.44%	NO
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	20%	14	8D	I	3,940	0.36%	NO
JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	12%	8	6D	II	2,830	0.30%	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	14	6D	II	2,830	0.49%	NO
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	15%	11	6D	II	2,830	0.37%	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	14%	10	6D	I	2,940	0.33%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	13%	9	6D	II	2,680	0.34%	NO
GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	1%	1	2	I	880	0.08%	NO
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	4%	3	6D	II	2,830	0.10%	NO
BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	4%	3	4D	I	1,960	0.14%	NO
PIKE ROAD	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	5%	4	4	II	1,780	0.20%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	4	5	II	1,780	0.20%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	5%	4	5	II	1,780	0.20%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	1%	1	4D	I	1,960	0.04%	NO

TABLE 7
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTI71)
TOTAL PM PEAK HOUR PROJECT TRIPS (EXIT 45)

ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	PIKE ROAD	20%	14	8D	II	3,780	0.38%	NO
SOUTHERN BOULEVARD	PIKE ROAD	FLORIDA TURNPIKE	25%	18	8D	II	3,780	0.47%	NO
SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	30%	21	8D	I	3,940	0.54%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	35%	25	8D	I	3,940	0.63%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	25%	18	8D	I	3,940	0.45%	NO
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	20%	14	8D	I	3,940	0.36%	NO
JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	12%	9	6D	II	2,830	0.30%	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	14	6D	II	2,830	0.50%	NO
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	15%	11	6D	II	2,830	0.38%	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	14%	10	6D	I	2,940	0.34%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	13%	9	6D	II	2,680	0.34%	NO
GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	1%	1	2	I	880	0.08%	NO
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	4%	3	6D	II	2,830	0.10%	NO
BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	4%	3	4D	I	1,960	0.14%	NO
PIKE ROAD	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	5%	4	4	II	1,780	0.20%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	4	5	II	1,780	0.20%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	5%	4	5	II	1,780	0.20%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	1%	1	4D	I	1,960	0.04%	NO