

### TRAFFIC IMPACT ANALYSIS

## SOLESTE ON THE TRAIL 315 APARTMENTS/TOWN HOMES RIVIERA BEACH, FLORIDA

# TP-21-48 JANUARY 19, 2022 © JMD ENGINEERING, INC.

Certificate of Authorization Number 00009514



Digitally signed by JOHN M DONALDSON:A014 10D0000017826F4 E4FA00003C3D

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John M. Donaldson, P.E. Florida Registration Number 40568

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## **INTRODUCTION**

This is a traffic impact analysis for a 315 multi-family townhouse/apartment development located on Military Trail just north of Leo Lane in Riviera Beach, Florida. The PCN numbers for the site:

56-42-42-25-00-000-1020

56-42-42-25-00-000-1030

56-42-42-25-00-000-1040

56-42-42-25-00-000-1070

56-42-42-25-00-000-1140

56-42-42-25-00-000-1230

56-42-42-25-00-000-1240

The existing site has 15.77 acres of Nursey/Garden Center that has been in existence for more than 5 years. The site qualifies for a 110% development credit per the Chapter 12 of the Palm Beach County ULDC. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the Countywide Traffic Performance Standards Ordinance (TPSO) of Palm Beach County. The analysis used current data available from Palm Beach County. The projected is expected to be built by December 2024.

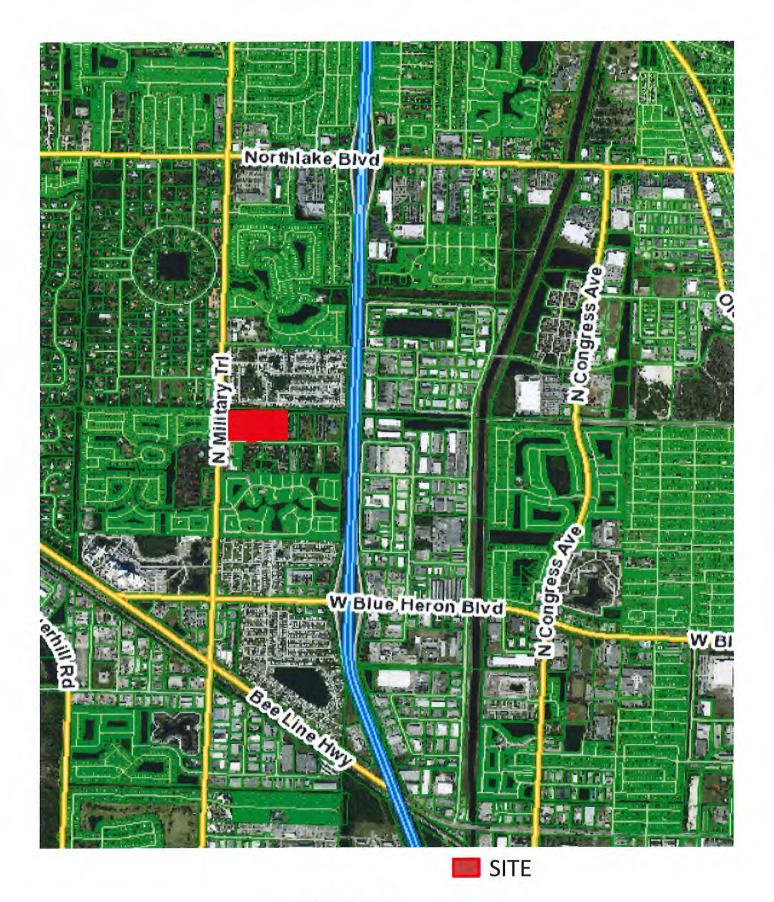


FIGURE 1
PROJECT LOCATION MAP

## **INVENTORY AND PLANNING DATA**

The data used in this analysis were obtained from Palm Beach County and collected in the field. The data included:

- 2019/2020 peak hour traffic volumes
- Historic traffic count data
- Approved un-built projects from TPS database
- Roadway geometrics

PROJECT TRAFFIC

**Traffic Generation** 

The subject property has 15.77 acres of Nursery/Garden Center use that has been in existence for more than 5

years. The site qualifies for a 110% development credit per the Chapter 12 of the Palm Beach County ULDC

as the uses have been existence for more than five years and are withing the Urban Services Boundary. The

daily and peak hour traffic generation for the proposed development was based on trip generation rates

published and accepted by Palm Beach County.

The "Existing" and "Proposed" trips are shown in Table 1. The existing site generates 1,873 net external daily

trips, 49 net AM Peak Hour trips and 140 net PM Peak Hour Trips. The proposed site is expected to generate

1,826 net external daily trips, 120 net AM Peak Hour trips and 146 net PM Peak Hour trips. This is 47 less

daily, 71 more AM Peak Hour and 6 more PM Peak Hour trips compared to the existing uses and these trips

must be analyzed for TPSO and city concurrency purposes.

**Traffic Distribution** 

Traffic distribution was determined from a review of the roadway network, previous similar residential

submittals, and travel time characteristics along with the various attractions. The distribution according to the

cardinal directions is:

**NORTH** 

60 percent

SOUTH

40 percent

Traffic Assignment

The net trips for the project were assigned to the surrounding roadway network in terms of a.m. and p.m. peak

hour external trips. Figure 2 illustrates the project assignment. Based on the net traffic generation, it was

determined that the maximum radius of development influence for Test 1 of the Traffic Performance

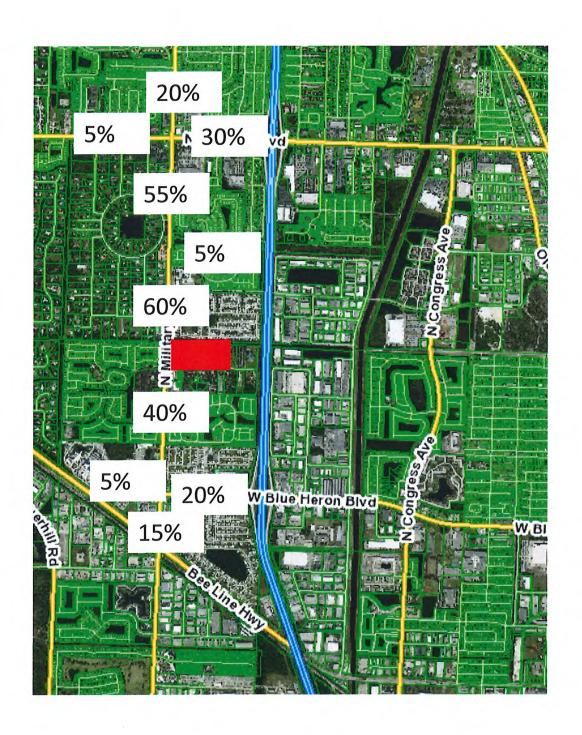
Standards is one mile. The Test 2 maximum radius of influence is also one mile.

#### TABLE 1 SOLESTE ON THE TRAIL TRIP GENERATION COMPARISON

Land Use		Intensity		AM	l Peak H	our	PM	Peak H	our
		•		Total	In	Out	Total	In	Out
Existing									
Nursery/Garden Center		15.77 ac	1,704	44	22	22	127	64	63
•	Subtotal		1,704	44	22	22	127	64	63
Redevelopment credit 110%									
Nursery/Garden Center		17.33 ac.	1,873	49	25	24	140	70	70
	Subtotal		1,873	49	25	24	140	70	70
TOTAL NET EXISTING	G TRIPS		1,873	49	25	24	140	70	70
Proposed									
Apartment		255 d.u.	1,387	92	24	68	112	68	44
Townhouse		60 d.u.	439	28	6	22	34	21	13
TOTAL NET PROPOSE	D TRIPS	315 d.u.	1,826	120	30	90	146	89	57
PROPOSED DRIVEWAY	Y TRIPS		1,826	120	30	90	146	89	57
PROPOSED LESS EXISTING NET TPS	S TRIPS		(47)	71	5	66	6	19	(13)

## Palm Beach County Trip Generation Rates

	ITE					AM Peak Hour		PM Peak Hour
Landuse	CODE	Unit	Daily Rate/Equation	Pass-By %	In/Out	Rate/Equation	In/Out	Rate/Equation
Multifamily Low-Rise Housing upto 2 story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44
Nursery (Garden Center)	817	Acre	108.1	0%	N/A <sup>I</sup>	2.82	N/A <sup>I</sup>	8.06



# FIGURE 2 PROJECT ASSIGNMENT

## ASSURED AND PROGRAMMED CONSTRUCTION

A review of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area was made. No significant roadway construction is planned for the area.

## PBC PERFORMANCE STANDARDS TEST

## Part One – Intersection Evaluation Intersections on Project Access Links

This Part requires analysis of Major Intersections, within or beyond the Radius of Development Influence, where a Project's traffic is significant on a Link within the Radius of Development of Influence. As shown in Table 2 and Table 3, three links are significantly impacted by the proposed traffic within the one-mile study area in the AM and in the PM. Intersections at either end of the impacted link are required to be analyzed:

- 1. Military Trail & Northlake Blvd
- 2. Military Trail & Investment Lane
- 3. Military Trail & Woodbine/Leo Lane
- 4. Military Trail & Blue Heron Boulevard

The analysis indicates that these are below the 1,400 critical movement threshold and thus meets LOS standards.

## Intersections with Ten Percent Project Traffic on Approach

The proposed Palm Beach County Traffic Performance Standards stipulate that an analysis shall be undertaken for intersections where the project traffic comprises 10% or more of the total traffic on at least one of the intersection approaches. No intersections meet these criteria.

## Part Two – Link Evaluation Test 1

There are three significantly impacted links for Test 1. Military Trail from Blue Heron Boulevard to the site, the site to Investment Lane and then Investment Lane to Northlake Boulevard. All links meet TPSO standards.

## Test 2 - Five-year Analysis

There are no significantly impacted links for Test 2 and therefore, no additional analysis is required.

				TABLE 2						
		AM PEAK	HOUR SIG SOLES	AM PEAK HOUR SIGNIFICANCE ANALYSIS - TEST 1 SOLESTE ON THE TRAIL	NALYSIS - TI AIL	ST 1				
							PR	PROJECT TRAFFIC	VFFIC	
ROADWAY		,	ı		TOS D	%	INBOUND	PK HR	PROJECT	SIGNIFICANT
	10	FROM	LANES	DIRECTION	VOLUME	ASSIGN.	OUTBOUND	TRIPS	IMPACT	IMPACT?
MILITARY TRAIL	NORTHLAKE BLVD	INVESTMENT LANE	QT9	NB	2,940	22%	0	37	1.26%	YES
				SB	2,940	22%		n	0.10%	NO
	INVESTMENT LANE	SITE	GT9	NB	2,680	%09	0	40	1.49%	YES
				SB	2,680	%09		33	0.11%	NO
	SITE	BLUE HERON BLVD	GT9	NB	2,680	40%	_	2	0.07%	NO
				SB	2,680	40%	0	27	1.01%	YES
	BLUE HERON BLVD	BEE LINE HWY	GLD	NB	2,680	15%		-	0.04%	NO
				SB	2,680	15%	0	10	0.37%	NO
	BEELINE HWY	45TH ST	GLD	NB	2,680	10%	0	7	0.26%	ON
				SB	2,680	10%		1	0.04%	NO
BLUE HERON BLVD	BEELINE HWY	MILITARY TRAIL	4LD	EB	1,770	2%		1	%90.0	ON
				WB	1,770	2%	0	4	0.23%	NO
	MILITARY TRAIL	1-95	GLD	EB	2,680	70%	0	14	0.52%	ON
				WB	2,680	70%		1	0.04%	NO
BEELINE HWY	HAVERHILL RD	BLUE HERON BLVD	4LD	NB	1,770	2%	0	4	0.23%	ON
				SB	1,770	2%		1	%90.0	NO
	BLUE HERON BLVD	MILITARY TRAIL	4LD	NB	1,770	2%		1	%90.0	NO
				SB	1,770	2%	0	4	0.23%	NO
	MILITARY TRAIL	CONGRESS AVE	4LD	NB	1,960	2%	_	1	0.05%	ON
				SB	1,960	2%	0	4	0.20%	ON
INVESTMENT LANE	MILITARY TRAIL	CONGRESS AVE	2L	NB	880	2%	_	1	0.11%	ON
-	•			SB	880	2%	0	4	0.45%	ON

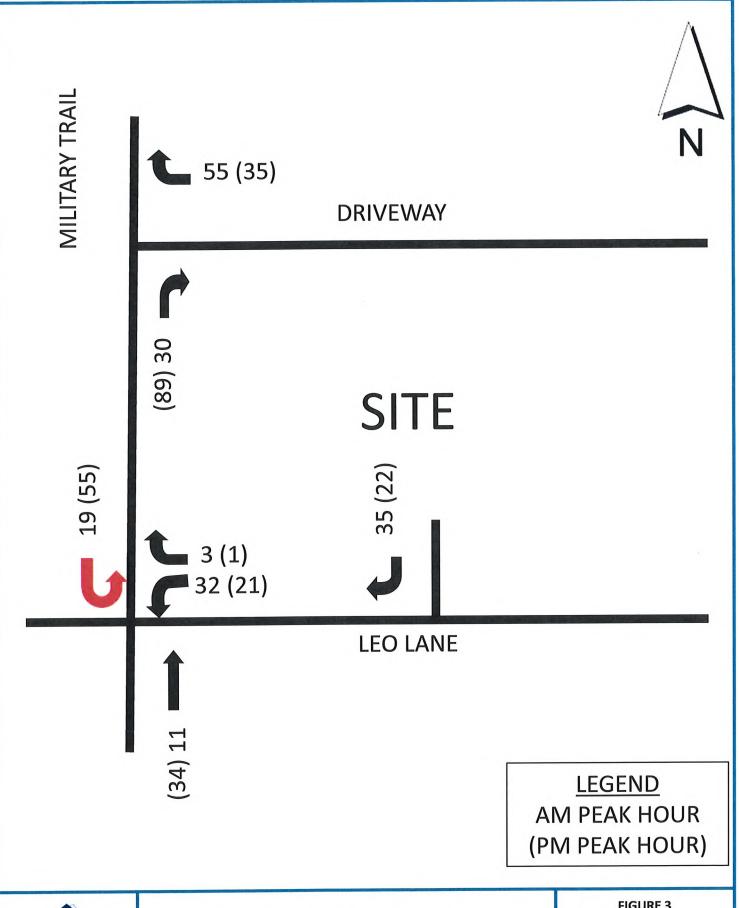
	THE REAL PROPERTY OF THE PROPE			TABLE 3						
		PM PEAK	HOUR SIG SOLEST	PM PEAK HOUR SIGNIFICANCE ANALYSIS - TEST 1 SOLESTE ON THE TRAIL	VALYSIS - TE AIL	ST 1				
							PR	PROJECT TRAFFIC	VFFIC	
ROADWAY					G SO7	%	INBOUND	PK HR	PROJECT	SIGNIFICANT
	T0	FROM	LANES	DIRECTION	VOLUME	ASSIGN.	OUTBOUND	TRIPS	IMPACT	IMPACT?
MILITARY TRAIL	NORTHLAKE BLVD	INVESTMENT LANE	GT9	NB	2,940	25%	0	0	0.00%	ON
				SB	2,940	22%	_	11	0.37%	NO
	INVESTMENT LANE	SITE	9TD	NB	2,680	%09	0	0	0.00%	ON
				SB	2,680	%09	_	12	0.45%	ON
	SITE	BLUE HERON BLVD	QT9	NB	2,680	40%		∞	0.30%	ON
				SB	2,680	40%	0	0	%00.0	NO
	BLUE HERON BLVD	BEE LINE HWY	QT9	NB	2,680	15%		Э	0.11%	NO
				SB	2,680	15%	0	0	0.00%	NO
	BEELINE HWY	45TH ST	erd	NB	2,680	10%	0	0	0.00%	NO
				SB	2,680	10%	*****	2	0.07%	NO
BLUE HERON BLVD	BEELINE HWY	MILITARY TRAIL	4LD	EB	1,770	2%	_	1	%90:0	ON
				WB	1,770	2%	0	0	0.00%	NO
	MILITARY TRAIL	I-95	6LD	EB	2,680	70%	0	0	%00.0	ON
				WB	2,680	70%	MANAGE	4	0.15%	NO
BEELINE HWY	HAVERHILL RD	BLUE HERON BLVD	4LD	NB	1,770	2%	0	0	0.00%	NO
				SB	1,770	2%			%90.0	NO
	BLUE HERON BLVD	MILITARY TRAIL	4LD	NB	1,770	2%	_	_	%90.0	NO
				SB	1,770	2%	0	0	%00.0	NO
	MILITARY TRAIL	CONGRESS AVE	4LD	NB	1,960	2%			0.05%	ON
				SB	1,960	2%	0	0	0.00%	NO
INVESTMENT LANE	MILITARY TRAIL	CONGRESS AVE	21	NB	880	2%	_		0.11%	NO
				SB	880	2%	0	0	0.00%	ON

						₹	Apr. +								
						TEST 1 -	TEST 1 - YEAR 2024 SOLESTE ON THE TRAIL								
						AM PE	AM PEAK HOUR								
						2024	2024	2024	2024	2024	PRO	PROJECT TRAFFIC		2024 TRAFFIC	AFFIC
ROADWAY			0 SO1	2020	GROWTH	HIST		1% HISTORIC	MAX	TOTAL	%	INBOUND	PK HR	TOTAL	MEETS
TO FROM	LANES	LANES DIRECTION VOLUME VOLUME	VOLUME	VOLUME	RATE	GROWTH	GROWTH COMMITTED	& COMMITED	BKGD	BKGD	ASSIGN. 0	ASSIGN. OUTBOUND	TRIPS	TRAFFIC	10S?
MILITARY TRAIL															
NORTHLAKE BLVD INVESTMENT LN	erD	NB	2,940	1,356	1.00%	26	249	319	319	1,675	22%	0	37	1712	YES
	9	SB	2,940	1,111	1.00%	46	135	192	192	1,303	25%	_	m	1306	YES
INVESTIMENT LN SITE	9	NB	2,680	1,073	1.00%	44	218	273	273	1,346	%09	0	40	1386	YES
	9	SB	2,680	1,139	1.00%	47	132	191	191	1,330	%09	_	m	1333	YES
SITE BLUE HERON BLVD		NB	2,680	1,073	1.00%	4	143	198	198	1,271	40%	-	7	1273	YES
	QT9	SB	2,680	1,137	1.00%	47	249	307	307	1,444	40%	0	27	1471	YES

							TEST 1	TABLE 5 TEST 1 - YEAR 2024								
							SOLESTE	SOLESTE ON THE TRAIL								
							PM P	PM PEAK HOUR								
							2024	2024	2024	2024	2024	4	PROJECT TRAFFIC	J	2024 TRAFFIC	AFFIC
ROADWAY				0 SO1	2020	GROWTH	HIST		1% HISTORIC	MAX	TOTAL	%	INBOUND	PK HR	TOTAL	MEETS
٤	FROM	LANES	LANES DIRECTION VOLUME	VOLUME	VOLUME	RATE	GROWTH COMMIT	COMMITTED	& COMMITED	BKGD	BKGD	ASSIGN.	ASSIGN. OUTBOUND	TRIPS	TRAFFIC	LOS?
MILITARY TRAIL																
NORTHLAKE BLVD INVESTMENT LN	INVESTMENT LN	erD	NB	2,940	1,489	1.00%	61	157	233	233	1,722	25%	0	0	1722	YES
		erd	SB	2,940	1,473	1.00%	9	255	331	331	1,804	22%	_	Ξ	1815	YES
INVESTMENT LN	SITE	QT9	NB	2,680	1,306	1.00%	54	177	244	244	1,550	%09	0	0	1550	YES
		6LD	SB	2,680	1,383	1.00%	23	250	321	321	1,704	%09	****	12	1716	YES
SITE	BLUE HERON BLVD	9FD	NB	2,680	1,306	1.00%	72	263	330	330	1,636	40%	_	∞	1644	YES
		2	ä	2,680	1 383	1.34%	26	205	276	276	1,659	40%	0	0	1659	YES

# SITE CIRCULATION AND TURN LANE REQUIREMENTS

The property accesses Military Trail with a right in/right out only driveway and Leo Lane with a right out only.





**PROJECT DRIVEWAY VOLUMES** 

FIGURE 3 SOLESTE ON THE TRAIL RIVIERA BEACH, FL

# CONCLUSION

Based on the traffic impact analysis prepared for the proposed 315 multi-family Soleste on the Trail development, the proposed development meets the requirements of the Countywide Traffic Performance Standards of Palm Beach County and Riviera Beach.

# **APPENDIX**

## **APPENDIX**

SITE DATA

SITE PLAN

CMA WORKSHEETS (INTERSECTION VOLUME DEVELOPMENT)

INTERSECTION TURNING MOVEMENT COUNTS

BACKGROUND TRAFFIC (TPS DATABASE)

# SITE DATA

Location Address 4411 LEO LN

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1020

Subdivision

Official Records Book 20048

Page 951

Sale Date MAR-2006

Legal Description 25-42-42, E 138 FT OF W 730 FT OF S 596 FT OF N 636 FT OF N 1/2 OF NE 1/4

#### **Owner Information**

**Owners** 

Mailing address

**NEXT MILLENNIUM LLC** 

7920 N MILITARY TRL

RIVIERA BEACH FL 33410 6428

#### Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2006	\$800,000	20048 / 00951	WARRANTY DEED	NEXT MILLENNIUM LLC
AUG-2003	\$250,000	15763 / 00652	WARRANTY DEED	WYNDHAM PROPERTIES LLC
JAN-1979	\$100	03038 / 00473		
JAN-1973	\$38,200	02140 / 01780	WARRANTY DEED	
JAN-1972	\$18,000	02030 / 00220	WARRANTY DEED	

#### **Exemption Information**

#### No Exemption information available

#### **Property Information**

Number of Units 1

\*Total Square Feet 3146

Acres 1.89

Use Code 0100 - SINGLE FAMILY

Zoning RML-12 - Low Density Multi-Family (56-RIVIERA BEACH)

#### **Appraisals**

Tax Year	2021	2020	2019
Improvement Value	\$153,075	\$140,062	\$142,405
Land Value	\$51,100	\$51,100	\$51,100
Total Market Value	\$204,175	\$191,162	\$193,505

#### All values are as of January 1st each year

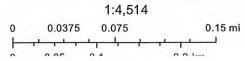
#### **Assessed and Taxable Values**

	Tax Year	2021	2020	2019
	Assessed Value	\$204,175	\$170,014	\$172,357
	Exemption Amount	\$0	\$0	\$0
	Taxable Value	\$204,175	\$170,014	\$172,357
Taxes				
	Tax Year	2021	2020	2019
	Ad Valorem	\$4,447	\$3,732	\$3,820
	Non Ad Valorem	\$178	\$173	\$175
	Total tax	\$4,625	\$3,905	\$3,995

## 56-42-42-25-00-000-1020



December 21, 2021



Location Address 4123 LEO LN

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1030

Subdivision

Official Records Book 31925

Page 500

Sale Date NOV-2020

Legal Description 25-42-42, S 596 FT OF N 636 FT OF E 330 FT OF W 1060 FT OF N 1/2 OF NE 1/4

#### **Owner Information**

Owners Mailing address
4656 SQUARE LAKE DR

TORRES JOHN I

PALM BEACH GARDENS FL 33418 6178

#### Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
NOV-2020	\$1,000,000	31925 / 00500	WARRANTY DEED	TORRES JOHN I
MAR-2015	\$10	27458 / 01767	QUIT CLAIM	HEARN ALLEN H &
MAR-2015	\$10	27458 / 01771	QUIT CLAIM	HEARN ALLEN H &
OCT-2009	\$10	23517 / 00888	DEED OF TRUST	HEARN ALLEN H TRUSTEE &
OCT-2009	\$10	23517 / 00891	DEED OF TRUST	HEARN ALLEN H &
IAN-1966	\$18,800	01336 / 00000		

#### **Exemption Information**

#### No Exemption information available

#### **Property Information**

Number of Units 1

\*Total Square Feet 2186

Acres 4.53

Use Code 0100 - SINGLE FAMILY

Zoning RML-12 - Low Density Multi-Family (56-RIVIERA BEACH)

#### **Appraisals**

Tax Year	2021	2020	2019
Improvement Value	\$65,427	\$59,800	\$59,800
Land Value	\$754,925	\$128,108	\$128,108
Total Market Value	\$820,352	\$187,908	\$187,908

#### All values are as of January 1st each year

#### **Assessed and Taxable Values**

Tax Year	2021	2020	2019
Assessed Value	\$820,352	\$175,664	\$171,715
Exemption Amount	\$0	\$50,000	\$50,000
Taxable Value	\$820,352	\$125,664	\$121,715
Taxes			
Tax Year	2021	2020	2019
Ad Valorem	\$17,868	\$2,934	\$2,876
Non Ad Valorem	\$218	\$213	\$215
Total tax	\$18,086	\$3,147	\$3,091



December 21, 2021

1:4,514 0 0.0375 0.075 0.15 mi

Location Address 4279 LEO LN

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1140

Subdivision

Official Records Book 32504

Page 1312

Sale Date MAY-2021

Legal Description 25-42-42, S 596 FT OF N 636 FTOF E 330 FT OF W 1390 FT OF N 1/2 OF NE 1/4

(LESS S 266 FTOF E 175 FT)

#### **Owner Information**

Mailing address Owners 7920 N MILITARY TRL **EF VEGETATION & NURSERY LLC** 

PALM BEACH GARDENS FL 33410 6428

#### **Sales Information**

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAY-2021	\$10	32504 / 01312	WARRANTY DEED	EF VEGETATION & NURSERY LLC
AUG-2020	\$10	31704 / 01934	WARRANTY DEED	WAGNER KARL G JR &
AUG-2020	\$10	31704 / 01948	QUIT CLAIM	KNGR PROPERTIES LLC &
AUG-2020	\$10	31704 / 01950	QUIT CLAIM	KNGR PROPERTIES LLC
AUG-2020	\$1,200,000	31704 / 01954	WARRANTY DEED	<b>EF VEGETATION &amp; NURSERY LLC</b>
FEB-2014	\$10	26602 / 01327	QUIT CLAIM	WAGNER KARL G
MAR-1989	\$100	05986 / 00356	QUIT CLAIM	WAGNER GAYWOOD &
JAN-1973	\$32,500	02200 / 00869		
JAN-1969	\$10,000	01707 / 01150	WARRANTY DEED	

#### **Exemption Information**

No Exemption information available

#### **Property Information**

Number of Units 1

\*Total Square Feet 1908

Acres 3.45

Use Code 0100 - SINGLE FAMILY

Zoning RML-12 - Low Density Multi-Family (56-RIVIERA BEACH)

#### **Appraisals**

Tax Year	2021	2020	2019
Improvement Value	\$52,055	\$91,809	\$93,327
Land Value	\$574,943	\$97,566	\$97,566
Total Market Value	\$626,998	\$189,375	\$190,893

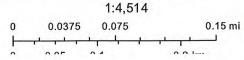
All values are as of January 1st each year

#### **Assessed and Taxable Values**

Assessed and Taxable Values			
Tax Year	2021	2020	2019
Assessed Value	\$626,998	\$176,237	\$172,275
Exemption Amount	<b>\$</b> 0	\$50,000	\$50,000
Taxable Value	\$626,998	\$126,237	\$122,275
Taxes			
Tax Year	2021	2020	2019
Ad Valorem	\$13,656	\$2,946	\$2,889
Non Ad Valorem	\$218	\$213	\$215
Total tax	\$13,874	\$3,159	\$3,104



December 21, 2021



Location Address 7940 N MILITARY TRL

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1040

Subdivision

Official Records Book 20048

Page 996

Sale Date MAR-2006

Legal Description 25-42-42, E 276 FT OF W 592 FTOF S 596 FT OF N 636 FT OF N 1/2 OF NE 1/4

#### **Owner Information**

Owners

**Mailing address** 

NEXT MILLENNIUM LLC

7920 N MILITARY

RIVIERA BEACH FL 33410 6428

#### **Sales Information**

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2006	\$3,600,000	20048 / 00996	WARRANTY DEED	NEXT MILLENNIUM LLC
SEP-2000	\$900,000	12031 / 01784	WARRANTY DEED	WYATT GUY W &
APR-1995	\$100	08708 / 00083	QUIT CLAIM	
DEC-1986	\$115,000	05128 / 01723	WARRANTY DEED	

#### **Exemption Information**

#### No Exemption information available

#### **Property Information**

Number of Units 1
\*Total Square Feet 0

Acres 3.78

Use Code 6900 - AG Classification ORN/MISC AGRI Zoning CG - General Commercial ( 56-RIVIERA BEACH )

#### **Appraisals**

Tax Year	2021	2020	2019
Improvement Value	\$57,828	\$52,928	\$52,880
Land Value	\$1,197,056	\$1,197,056	\$1,139,426
Total Market Value	\$1,254,884	\$1,249,984	\$1,192,306

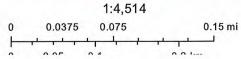
#### All values are as of January 1st each year

#### **Assessed and Taxable Values**

	Tax Year	2021	2020	2019
	Assessed Value	\$314,841	\$309,941	\$298,001
	Exemption Amount	\$0	\$0	\$0 ;
	Taxable Value	\$314,841	\$309,941	\$298,001
Taxes				
	Tax Year	2021	2020	2019
	Ad Valorem	\$6,857	\$6,803	\$6,604
	Non Ad Valorem	\$241	\$235	\$244
	Total tax	\$7,098	\$7,038	\$6,848



December 21, 2021



Location Address 7982 N MILITARY TRL

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1070

Subdivision

Official Records Book 20048

Page 996

Sale Date MAR-2006

Legal Description 25-42-42, S 120 FT OF N 160 FTOF WLY 316.20 FT (LESS W 50 FT MILITARY TR

#### **Owner Information**

Mailing address Owners

7920 N MILITARY TRL

**NEXT MILLENNIUM LLC** RIVIERA BEACH FL 33410 6428

Sales Information

Owner OR Book/Page Sale Type Sales Date Price **NEXT MILLENNIUM LLC** 20048 / 00996 WARRANTY DEED MAR-2006 \$3,600,000 WYATT GUY WYNDHAM & 12715 / 01646 QUIT CLAIM JUL-2001 \$1 WARRANTY DEED MAY-1995 \$140,000 08767 / 00957 FEB-1984 \$66,500 04210 / 01968 WARRANTY DEED 02520 / 01940 JAN-1976 \$100

#### **Exemption Information**

#### No Exemption information available

#### **Property Information**

Number of Units 1 \*Total Square Feet 0

Acres 0.7328

Use Code 6900 - AG Classification ORN/MISC AGRI

Zoning CG - General Commercial (56-RIVIERA BEACH)

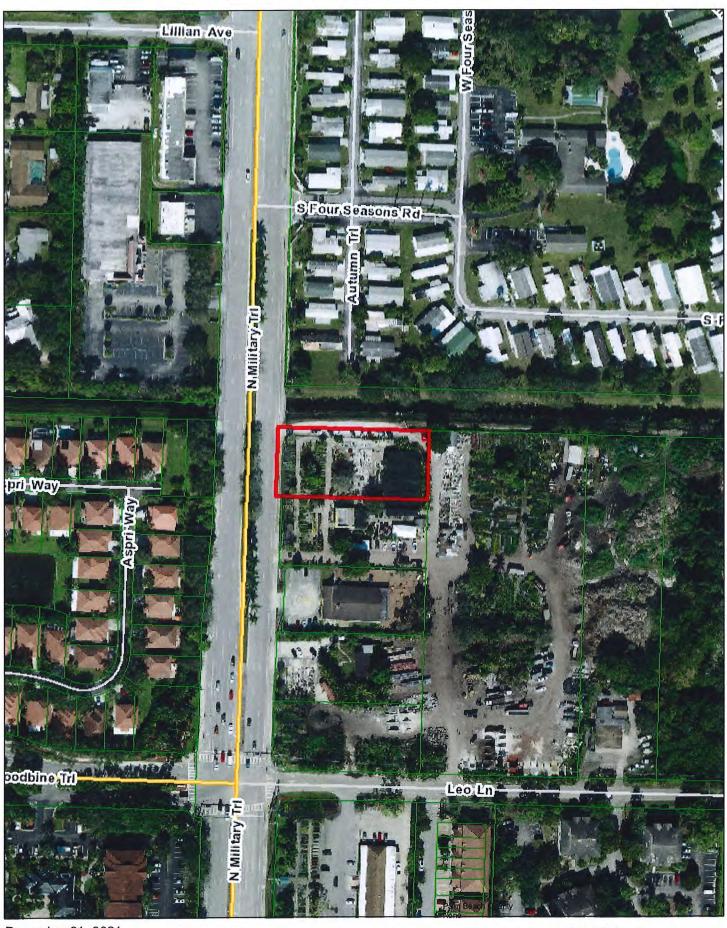
#### **Appraisals**

2021	2020	2019
\$50,333	\$46,614	\$46,614
\$232,066	\$232,066	\$220,894
\$282,399	\$278,680	\$267,508
	\$50,333 \$232,066	\$50,333 \$46,614 \$232,066 \$232,066

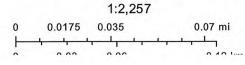
#### All values are as of January 1st each year

#### Assessed and Taxable Values

Assessed and Taxable values			
Tax Year	2021	2020	2019
Assessed Value	\$125,808	\$122,089	\$118,540
Exemption Amount	\$0	\$0	\$0
Taxable Value	\$125,808	\$122,089	\$118,540
Taxes			
Tax Year	2021	2020	2019
Ad Valorem	\$2,740	\$2,680	\$2,627
Non Ad Valorem	\$178	\$173	\$175
Total tax	\$2,918	\$2,853	\$2,802



December 21, 2021



Location Address 7920 N MILITARY TRL

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1230

Subdivision

Official Records Book 20048

Page 996

Sale Date MAR-2006

Legal Description 25-42-42, S 120 FT OF N 280 FTOF E 256 FT OF W 316 FT OF N 1/2 OF NE 1/4

#### **Owner Information**

Owners

Mailing address

NEXT MILLENNIUM LLC

7920 N MILITARY TRL

WEST PALM BEACH FL 33410 6428

#### Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2006	\$3,600,000	20048 / 00996	WARRANTY DEED	NEXT MILLENNIUM LLC
SEP-2000	\$900,000	12031 / 01784	WARRANTY DEED	WYATT GUY W &
APR-1995	\$100	08708 / 00083	QUIT CLAIM	
JAN-1977	\$23,000	02737 / 01102		

#### **Exemption Information**

#### No Exemption information available

#### **Property Information**

Number of Units <sup>1</sup>
\*Total Square Feet 0
Acres 0.71

Acres 0.7

Use Code 6900 - AG Classification ORN/MISC AGRI Zoning CG - General Commercial ( 56-RIVIERA BEACH )

#### **Appraisals**

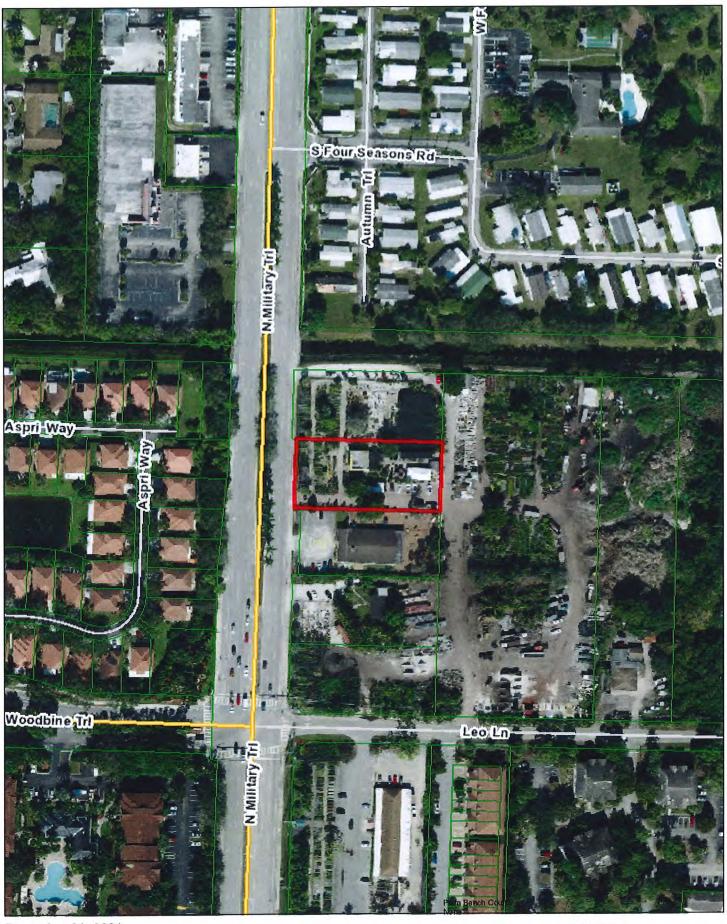
Tax Year	2021	2020	2019
Improvement Value	\$33,936	\$31,135	\$31,141
Land Value	\$224,847	\$224,847	\$214,022
Total Market Value	\$258,783	\$255,982	\$245,163

#### All values are as of January 1st each year

#### **Assessed and Taxable Values**

	Tax Year	2021	2020	2019
	Assessed Value	\$102,192	\$99,391	\$96,195
	Exemption Amount	\$0	\$0	\$0
	Taxable Value	\$102,192	\$99,391	\$96,195
Taxes				
	Tax Year	2021	2020	2019
	Ad Valorem	\$2,226	\$2,182	\$2,132
	Non Ad Valorem	\$198	\$194	\$200
	Total tax	\$2,424	\$2,376	\$2,332

# 56-42-42-25-00-000-1230



December 21, 2021

1:2,257 0 0.0175 0.035 0.07 mi

Location Address 7880 N MILITARY TRL

Municipality RIVIERA BEACH

Parcel Control Number 56-42-42-25-00-000-1240

Subdivision

Official Records Book 20048

Page 996

Sale Date MAR-2006

Legal Description 25-42-42, S 120 FT OF N 516 FTOF E 256 FT OF W 316 FT OF N 1/2 OF NE 1/4

#### **Owner Information**

**Mailing address** 

Owners

7920 N MILITARY TRL

NEXT MILLENNIUM LLC

RIVIERA BEACH FL 33410 6428

#### **Sales Information**

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2006	\$3,600,000	20048 / 00996	WARRANTY DEED	NEXT MILLENNIUM LLC
SEP-2000	\$900,000	12031 / 01784	WARRANTY DEED	WYATT GUY W &
APR-1995	\$100	08708 / 00083	QUIT CLAIM	
APR-1981	\$100	03511 / 00466	WARRANTY DEED	

#### **Exemption Information**

#### No Exemption information available

### **Property Information**

Number of Units 1

\*Total Square Feet 912

Acres 0.7101

Use Code 0101 - SINGLE FAMILY-COMM ZONING

Zoning CG - General Commercial (56-RIVIERA BEACH)

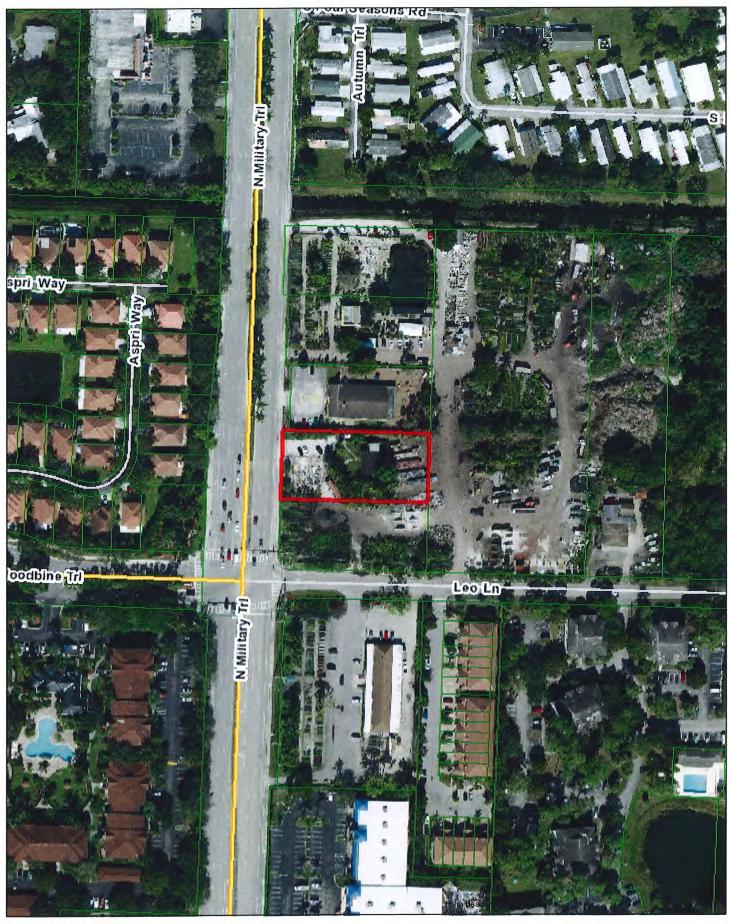
#### **Appraisals**

Tax Year	2021	2020	2019
Improvement Value	\$20,442	\$18,734	\$19,254
Land Value	\$224,876	\$224,876	\$214,049
Total Market Value	\$245,318	\$243,610	\$233,303

#### All values are as of January 1st each year

#### **Assessed and Taxable Values**

	Tax Year	2021	2020	2019
	Assessed Value	\$245,318	\$243,610	\$233,303
	Exemption Amount	\$0	\$0	\$0
	Taxable Value	\$245,318	\$243,610	\$233,303
Taxes				
	Tax Year	2021	2020	2019
	Ad Valorem	\$5,343	\$5,347	\$5,170
	Non Ad Valorem	\$178	\$173	\$180
	Total tax	\$5,521	\$5,520	\$5,350

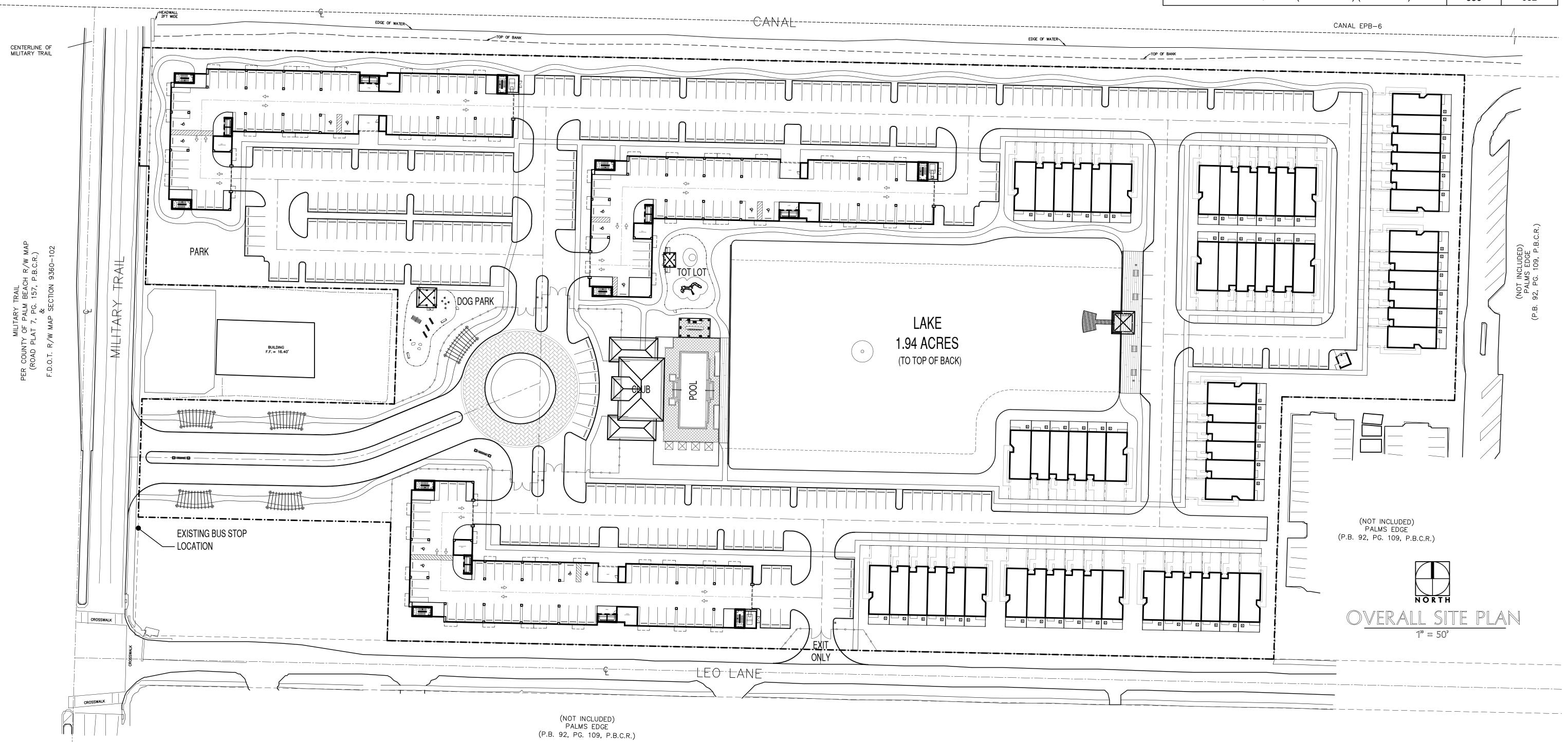


December 21, 2021 1:2,257

0 0.0175 0.035 0.07 mi

# SITE PLAN

SITE DATA		
	SQFT	ACRES
AREA GROSS	686,941.20	15.77
20' CANAL EASEMENT	26,564.81	0.57
MILITARY TRAIL	1,214.34	0.03
NET AREA	659,162.05	15.13
LAKE AREA (TO TOP OF BACK)	84,474.13	1.94
TOWNHOMES (TWO & THREE BEDROOM)		60
MULTIFAMILY UNITS TOTAL		255
ONE BEDROOM UNITS	111	
TWO BEDROOM UNITS	144	
TOTAL UNITS		315
AREA BREAKDOWN	SQFT	%
IMPERVIOUS AREAS		
BUILDING FOOTPRINTS		
	REQUIRED	PROVIDE
PARKING SPACES FOR TOWNHOMES (60 UNITS)	120	160
PARKING SPACES FOR MULTIFAMILY (264 UNITS)	510	492
TOTAL PARKING REQUIRED (2 PER UNIT) (324 UNITS)	630	652



& ASSOCIATES ARCHITECTS - PLANNERS LICENSE # AA 26001357

EDGARDO PEREZ, AIA LICENSE No.: AR 0015394 MARIO P. PASCUAL, AIA LICENSE No.: AR 0008254 PETER KILIDDJIAN, RA LICENSE No. : AR 0093067

AT THE BEACON CENTER 1300 NW 84th AVENUE DORAL, FLORIDA 33126 TELEPHÓNE : (305) 592-1363 FACSIMILE: (305) 592-6865 http://www.ppkarch.com

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ESTATE COMPANIES

SITE PLAN

SITE PLAN

DATE: SCALE: DRAWN:

CHECK BY: JOB NO.:

SHEET NO.:

# CMA WORKSHEETS (INTERSECTION VOLUME DEVELOPMENT)

### CRITICAL SUM INTERSECTION ANALYSIS SHEET SOLESTE ON THE TRAIL MILITARY TRAIL & BLUE HERON BLVD Existing Geometry

			<u>AM</u>	Peak I	Hour							
	l N	orthbound	ı T		outhbou	nd		Eastboun	d	[ ·	Westbound	i
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/10/2020	68	974	287	324	604	114	95	820	8	391	598	292
Peak Season Volume	70	1,003	296	334	622	117	98	845	8	403	616	301
Traffic Volume Growth	3	41	12	14	25	5	4	34	0	16	25	12
Committed Development	31	85	36	95	126	11	4	60	28	26	74	31
1% Traffic Volume Growth Committed + 1% Growth	3 34	41 126	12 48	14 109	25 151	5 16	4 8	34 94	0 28	16 42	25 99	12 43
Max (Committed + 1% or Historic Growth)	34	126	48	109	151	16	8	94	28	42	99	43
Background Traffic Volumes	104	1,129	344	443	773	133	106	939	36	445	715	344
Project Traffic		IN		OUT	OUT	оит	IN					IN
•	0	15% 1	0	20% 15	15% 9	5% 4	5% 1	0	0	0	0	20% 2
Total Traffic w/o RTOR	104	1,130	344	458	782	137	107	939	36	445	715	346
RTOR Reduction			(60)			(60)			(10)			(60)
TOTAL TRAFFIC	104	1,130	284	458	782	77	107	939	26	445	715	286
		Cri	itical V	olum)	e Analy	sis						
No. of Lanes	2	3	1	2	3	1	2	3	0	2	3	1
Approach Volume		1,518			1,317			1,072			1,446	
Per Lane Volume	52	377	284	229	286	77	54	339	0	223	238	286
Overlap Reduction	0	0	(223)	0	0	(54)	0	0 339	0	223	238	(229) 57
Net Per Lane Volume	52	377	61	229	286 38	23	54 SB LT+1		0		1 230 606	1 3/
North-South Critical	NB LT+				92		WB LT+				562	
East-West Critical Maximum Critical Sum	606	YVD IN ~		+	562		THE CL.	=	1,168		JUL	
	T 1	Iorthboun	d		Southbou	nd	I	Eastboun	d		Westboun	đ
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/10/2020 Peak Season Volume	26 27	743 765	246 253	370 381	762 785	173 178	89 92	582 599	8 8	460 474	728 750	195
Traffic Volume Growth	1	31	10	15	1	l .	4	24				201
Committed Development	41	148			32	7			0	19	30	1
	i	140	32	7/	32 <i>131</i>	7 9	13	101	51	19 43		201
1% Traffic Volume Growth	1	31	10	7/ 15	131 32	9 7	13	24	51 0	43 19	30 96 30	201 8 108 8
Committed + 1% Growth	42	31 179	10 42	7/ 15 86	32 163	9 7 16	13 4 17	24 125	51 0 51	43 19 62	30 96 30 126	8 108 8 116
		31	10	7/ 15	131 32	9 7	13	24	51 0	43 19	30 96 30 126 126	8 108 8 116 116
Committed + 1% Growth	42	31 179	10 42	7/ 15 86 86 86	32 163 163 948	9 7 16 16 194	13 4 17 17 109	24 125	51 0 51	43 19 62	30 96 30 126	8 108 8 116 116 317
Committed + 1% Growth Max (Committed + 1% or Historic Growth)	42 42	31 179 179 944	10 42 42	7/ 15 86 86 467 OUT	32 163 163 948	9 7 16 16 194 OUT	13 4 17 17 109 IN	24 125 125	51 0 51 51	43 19 62 62	30 96 30 126 126	201 8 108 8 116 116 317 IN
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	42 42	31 179 179 944	10 42 42	7/ 15 86 86 86	32 163 163 948	9 7 16 16	13 4 17 17 109	24 125 125	51 0 51 51	43 19 62 62	30 96 30 126 126	8 108 8 116 116 317
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	42 42 69	31 179 179 944 IN 15%	10 42 42 295	7/ 15 86 86 467 OUT 20%	32 163 163 948 OUT 15%	9 7 16 16 194 OUT 5%	13 4 17 17 109 IN 5%	24 125 125 724	51 0 51 51 59	19 62 62 536	30 96 30 126 126 876	201 8 108 8 116 116 317 IN 20%
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic	42 42 69	31 179 179 944 IN 15% 4	10 42 42 295	7/ 15 86 86 467 OUT 20% 0	32 163 163 948 OUT 15% 0	9 7 16 16 194 OUT 5% 0	13 4 17 17 109 IN 5% 1	24 125 125 724	51 0 51 51 59	13 19 62 62 536	30 96 30 126 126 876	201 8 108 8 116 116 317 IN 20% 6
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR	42 42 69	31 179 179 944 IN 15% 4	10 42 42 295 0	7/ 15 86 86 467 OUT 20% 0	32 163 163 948 OUT 15% 0	9 7 16 16 16 194 OUT 5% 0	13 4 17 17 109 IN 5% 1	24 125 125 724	51 0 51 51 59 0	13 19 62 62 536	30 96 30 126 126 876	201 8 108 8 116 116 317 IN 20% 6
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR  RTOR Reduction	42 42 69 0 69	31 179 179 944 IN 15% 4 948	10 42 42 295 0 295 (60)	7/ 15 86 86 467 OUT 20% 0 467	32 163 163 948 OUT 15% 0	9 7 16 16 194 OUT 5% 0 194 (60)	13 4 17 17 109 IN 5% 1	24 125 125 724 0	0 51 51 51 59 0 59 (10)	43 19 62 62 536	30 96 30 126 126 876	201 8 108 8 116 116 317 IN 20% 6 323 (60)
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction  TOTAL TRAFFIC  No. of Lanes	42 42 69 0 69	31 179 179 944 IN 15% 4 948	10 42 42 295 0 295 (60)	7/ 15 86 86 467 OUT 20% 0 467	948 OUT 15% O 948  948  948	9 7 16 16 194 OUT 5% 0 194 (60)	13 4 17 17 109 IN 5% 1	24 125 125 724 0 724	0 51 51 51 59 0 59 (10)	43 19 62 62 536	30 96 30 126 126 876	201 8 108 8 116 116 317 IN 20% 6 323 (60)
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume	42 42 69 0 69	31 179 179 944 IN 15% 4 948 Cr	10 42 42 295 0 295 (60) 235	7/ 15 86 86 467 OUT 20% 0 467 467	948  948  OUT 15%  948  948  948  918	9 7 16 16 194 OUT 5% 0 194 (60) 134 /sis	13 4 17 17 109 IN 5% 1 110	24 125 125 724 0 724 724	0 51 51 51 59 0 59 (10) 49	19 62 62 536 0 536	30 96 30 126 126 876 876	201 8 108 8 116 116 317 IN 20% 6 323 (60) 263
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume	42 42 69 0 69	31 179 179 944 IN 15% 4 948 Cr	10 42 42 295 0 295 (60) 235 itical \	7/ 15 86 86 467 OUT 20% 0 467  467  //olum	948  948  OUT 15%  0  948  948  948  948  948	9 7 16 16 194 OUT 5% 0 194 (60) 134	13 4 17 17 109 IN 5% 1 110	24 125 125 724 0 724 724	51 0 51 51 59 0 59 (10) 49	13 19 62 62 536 0 536	30 96 30 126 126 876 0 876	201 8 108 8 116 116 317 IN 20% 6 323 (60) 263
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction	42 42 69 0 69 69	31 179 179 944 IN 15% 4 948 Cr 3 1,252 316 0	10 42 42 295 0 295 (60) 235 itical \ 1 235 (235)	7/ 15 86 86 467 OUT 20% 0 467 467	948  948  OUT 15% 0  948  948  948  948  948  0  1,549  361 0	9 7 16 16 194 OUT 5% 0 194 (60) 134 /sis	13 4 17 17 109 IN 5% 1 110  110	24 125 125 724 0 724 724 3 883 290 0	0 51 51 51 59 0 59 (10) 49	13 19 62 62 536 0 536 536	30 96 30 126 126 876 0 876 876	201  8 8 108 8 116 116 317 IN 20% 6 323 (60) 263
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Net Per Lane Volume	42 42 69 0 69 69 2 35 0 35	31 179 179 944 IN 15% 4 948 Cr 3 1,252 316 0 316	10 42 42 295 0 295 (60) 235 itical \	7/ 15 86 86 467 OUT 20% 0 467  467  467  21 234 0 234	948  948  OUT 15% 0  948  948  948  948  948  948  0  3  1,549  361  0  361	9 7 16 16 194 OUT 5% 0 194 (60) 134	13 4 17 17 109 IN 5% 1 110  110  2 55 0 55	24 125 125 724 0 724 724 3 883 290 0	51 0 51 51 59 0 59 (10) 49	13 19 62 62 536 0 536 536	30 96 30 126 126 876 876 876	201 8 108 8 116 116 317 IN 20% 6 323 (60) 263
Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction	42 42 69 0 69 2 35 0 35 NB LT +	31 179 179 944 IN 15% 4 948 Cr 3 1,252 316 0	10 42 42 295 0 295 (60) 235 itical \ 1 235 (235)	7/ 15 86 86 467 OUT 20% 0 467 467 234 0 234	948  948  OUT 15% 0  948  948  948  948  948  0  1,549  361 0	9 7 16 16 194 OUT 5% 0 194 (60) 134 /sis	13 4 17 17 109 IN 5% 1 110  110	24 125 125 724  0 724  724  3 883 290 0 290 NBTH=	0 51 51 51 59 0 59 (10) 49	13 19 62 62 536 0 536 536	30 96 30 126 126 876 0 876 876	201  8 8 108 8 116 116 317 IN 20% 6 323 (60) 263

### CRITICAL SUM INTERSECTION ANALYSIS SHEET SOLESTE ON THE TRAIL MILITARY TRAIL & INVESTMENT LANE Existing Geometry

Growth Rate = 1.00%
Peak Season = 1 1
Buildout Year = 2024 2024
Years = 5 5

			<u>AM I</u>	Peak F	lour							
	No	orthbound			Southbou	nd	T	Eastboun	d	T .	Westboun	d
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/6/2019	7	1,256	248	331	853	4	1	0	3	135	2	216
Peak Season Volume	7	1,256	248	331	853	4	1	0	3	135	2	216
Traffic Volume Growth	0	64	13	17	44	0	0	0	0	7	0	11
Committed Development	0	143	17	17	57	0	0	0	0	15	5	14
www.m.u.t.		C4	42		44	0	0	0	0	7	o	11
1% Traffic Volume Growth	0	64 207	13 30	17 34	101	0	0	0	0	22	5	25
Committed + 1% Growth  Max (Committed + 1% or Historic Growth)	0	207	30	34	101	0	0	0	0	22	5	25
Max (Committed + 1% or Historic Growth)	, ,	207	30	34	101	J	"	ľ	·		,	
Background Traffic Volumes	7	1,463	278	365	954	4	1	0	3	157	7	24
										1		1
Project Traffic		OUT	OUT		IN					IN	l	1
		55%	5%		55%					5%		
	0	41	4	0	3	0	0	0	0	1	0	0
Total Traffic w/o RTOR	7	1,504	282	365	957	4	1	0	3	158	7	24
RTOR Reduction			(10)			0			0			(60
KTOK REDUCTION			(10)			ľ			Ů			,,,,
TOTAL TRAFFIC	7	1,504	272	365	957	4	1	0	3	158	7	18
		Crit	ical V	olume	Analys	is						
No. of Lanes	1	3	0	1	3	0	T 0	1	0	0	1	1
Approach Volume	1	1,783	<u> </u>	****	1,326	·	T	4		Ť	346	
Per Lane Volume	7	773	0	365	323	0	0	4	0	0	165	18
Overlap Reduction	0	0	0	0	0	0	0	0	0	0	0	(18
Net Per Lane Volume	7	773	0	365	323	0	0	4	0	0	165	0
N-at Coul Califord	NB LT + SE	3 TH =		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	30		SB LT+	NB TH =		1	,138	
NOUU-200TU CUITCAL	IND EL TOL											
East-West Critical	EB LT + W 1138	BTH=	<u>PM</u>	+ Peak H	165 165 Hour	N	WB LT+	EBTH≈ =	1,303		4	
East-West Critical Maximum Critical Sum	EB LT + W 1138			+ Peak H	165 lour			=				
East-West Critical Maximum Critical Sum	EB LT + W 1138	orthbound		+ Peak H	165 lour Southbou	nd	EAR	= Eastboun	d	+	Westboun	_
East-West Critical Maximum Critical Sum STATUS ?	EB LT + W 1138	orthbound Thru	RT	+ Peak H	165 Hour Southbou	nd RT	EAR LT	= Eastboun	id RT	LT	Westboun Thru	R
East-West Critical Maximum Critical Sum STATUS ?  Existing Volume on 03/6/2019	No	orthbound Thru 1,096	RT 253	Peak H	165  Hour  Southbou Thru 1,348	nd RT 3	EAR LT 11	Eastboun	d	+	Westboun	R1 43
East-West Critical Maximum Critical Sum STATUS ?	EB LT + W 1138	orthbound Thru	RT	+ Peak H	165 Hour Southbou	nd RT	EAR LT	= Eastboun	d RT 6	LT 331	Westboun Thru 1	R1 43
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume	No	orthbound Thru 1,096	RT 253	Peak H	165  Hour  Southbou Thru 1,348	nd RT 3	EAR LT 11	Eastboun	d RT 6	LT 331	Westboun Thru 1	43 43
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth	No   LT   S   S   S	orthbound Thru 1,096 1,096	RT 253 253	+ Peak F LT 266 266	165 Hour Southbou Thru 1,348 1,348	nd RT 3	LT 11 11	Eastboun Thru 6 6	d RT 6 6	331 331	Westboun Thru 1	43 43
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth	No	orthbound Thru 1,096 1,096	RT 253 253 13	+ Peak F LT 266 266	165 Hour Southbou Thru 1,348 1,348	nd RT 3 3	EAR	Eastboun Thru 6 6	d RT 6 6	331 331 37	Westboun Thru 1 1 0 0	43 43 43 22 27
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development	No.	orthbound	RT 253 253 13 22 13	+ Peak F LT 266 266 14 25	165    Southbou   Thru   1,348   1,348   69   159   69	nd RT 3 3 0 0 0	LT 11 11 0 1 0 1	Eastboun Thru 6 6 0 0	d RT 6 6 0 0	17 25 17	Westboun Thru 1 1 0 0	43 43 43 22 27
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth	N: 1138 N: 113	orthbound Thru 1,096 1,096 56 97 56 153	RT 253 253 13 22 13 35	+ Peak F LT 266 266 14 25	165  Hour  Southbou Thru 1,348 1,348 69 159 69 228	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT   11   11   0   1   1   1   1   1   1	Eastboun Thru 6 6 0 0 0	d RT 6 6 0 0 0 0 0	17 25 17 42	Westboun Thru 1 1 0 0 0	43 43 22 27 22 45
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth	No.	orthbound	RT 253 253 13 22 13	+ Peak F LT 266 266 14 25	165    Southbou   Thru   1,348   1,348   69   159   69	nd RT 3 3 0 0 0	LT 11 11 0 1 0 1	Eastboun Thru 6 6 0 0	d RT 6 6 0 0	17 25 17	Westboun Thru 1 1 0 0	43 43 22 27 22 45
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	No. 1138	orthbound Thru 1,096 1,096 56 97 56 153 153	RT 253 253 13 22 13 35 35	+ Peak F	165    Southbou   Thru   1,348   1,348   69   159   69   228   228   228	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0	0 0 0 0 0	17 25 17 42 42	Westboun Thru 1 1 0 0 0 0	43 43 43 22 27 22 49 49
Maximum Critical Sum STATUS ?  Existing Volume on 03/6/2019 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth	N: 1138 N: 113	orthbound Thru 1,096 1,096 56 97 56 153	RT 253 253 13 22 13 35	+ Peak F LT 266 266 14 25	165  Hour  Southbou Thru 1,348 1,348 69 159 69 228	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT   11   11   0   1   1   1   1   1   1	Eastboun Thru 6 6 0 0 0	d RT 6 6 0 0 0 0 0	17 25 17 42	Westboun Thru 1 1 0 0 0	43 43 43 22 27 22 49
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	No. 1138	orthbound Thru 1,096 1,096 56 97 56 153 153	RT 253 253 13 22 13 35 35	+ Peak F	165    Southbou   Thru   1,348   1,348   69   159   69   228   228   228	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0	0 0 0 0 0	17 25 17 42 42	Westboun Thru 1 1 0 0 0 0	43 43 43 22 27 22 49
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	No. 1138	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249	RT 253 253 13 222 13 35 35 288	+ Peak F	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0	0 0 0 0 0	17 331 331 17 25 17 42 42 373	Westboun Thru 1 1 0 0 0 0	43 43 43 22 27 22 49
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	NI 1138  NI 1138  NI 1138  O 0  O 0  S 5	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249	RT 253 253 13 22 13 35 35 288	+ Peak F	165    Southbou   Thru   1,348   1,348   69   159   69   228   228   228	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0	0 0 0 0 0	17 25 17 42 42	Westboun Thru 1 1 0 0 0 0	43 43 43 22 27 22 49 49
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	No. 1138	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249	RT 253 253 13 222 13 35 35 288	+ Peak F	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576	nd RT 3 3 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0	0 0 0 0 0	17 331 331 17 25 17 42 42 373 IN	Westboun Thru 1 1 0 0 0 0	22 27 22 49 48
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic	NH   1138   NH	orthbound Thru 1,096 1,096 1,096 56 97 56 153 153 1,249 OUT 55%	RT 253 253 13 22 13 35 35 288 OUT 5%	+ LT 266 266 266 14 25 14 39 39 39	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55%	nd RT 3 3 0 0 0 0 0 0 3	1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 6	d RT 6 6 0 0 0 0 0 0 0 6	17 25 17 42 42 373 IN 5%	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22 27 27 48 48
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR	N: LT 5 5 0 0 0 0 5 5	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288	+ LT 266 266 266 14 25 14 39 39 305	165	nd RT 3 3 0 0 0 0 0 0 3	LT 11 11 11 0 0 1 1 1 1 1 2 0 0 0 0 0 0 0	Eastboun Thru 6 6 0 0 0 6	d RT 6 6 0 0 0 0 0 6	17 25 17 42 42 373 IN 5% 1	Westboun   Thru   1	22 27 22 49 48
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	N: LT 5 5 0 0 0 0 5 5	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0	RT 253 253 253 13 22 13 35 35 288 OUT 5% 0	+ LT 266 266 266 14 25 14 39 39 305	165	nd RT 3 3 0 0 0 0 0 0 0 3	LT 11 11 11 0 0 1 1 1 1 1 2 0 0 0 0 0 0 0	Eastboun Thru 6 6 0 0 0 6	0 0 0 0 6	17 25 17 42 42 373 IN 5% 1	Westboun   Thru   1	43 43 43
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction	N: LT 5 5 0 0 0 0 5 5	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288	+ LT 266 266 266 14 25 14 39 39 305	165	nd RT 3 3 0 0 0 0 0 0 3	LT 11 11 11 0 0 1 1 1 1 1 2 0 0 0 0 0 0 0	Eastboun Thru 6 6 0 0 0 6	d RT 6 6 0 0 0 0 0 6	17 25 17 42 42 373 IN 5% 1	Westboun   Thru   1	22 27 22 48 48 0 48 (60
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR	No. 1138  No. 11	orthbound Thru 1,096 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278	+    LT     266     266     14     25     14     39     39     305     0     305     305	165 Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591	nd RT 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT 11 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 6	0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 25 17 42 42 373 IN 5% 1 374	Westboun   Thru   1	22 27 22 48 48 0 48 (60
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction	No. 1138  No. 11	orthbound Thru 1,096 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278	+    LT     266     266     14     25     14     39     39     305     0     305     305	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 1,591	nd RT 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT 11 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 6	0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 25 17 42 42 373 IN 5% 1 374	Westboun   Thru   1	22 27 22 48 48 0 48 (60
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction	No. 1138  No. 11	orthbound Thru 1,096 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278	+    LT     266     266     14     25     14     39     39     305     0     305     305	165 Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591	nd RT 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LT 11 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 6	0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 25 17 42 42 373 IN 5% 1 374	Westboun   Thru   1	43 43 43 22 27 22 45 48 48 (60
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction	No. 1138  No. 11	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249 Cri	RT 253 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278	+ LT 266 266 14 25 14 39 39 305 0 305	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591 1,591	nd	LT 11 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0 6	0 0 0 0 0 6 0 0 6 6 0 0 6 6 0 0 6 6 0 0 6 6 0 0 6 6 0 0 6 6 0 0 0 6 6 0	17 331 374 17 374 174 374 374	Westboun Thru 1 1 0 0 0 1 1 1 0 1 1 1 1 1 1 1 1 1 1	43 43 43 22 27 22 45 48 48 (60
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC	No. 1138  No. 11	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249 Cri:	RT 253 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278	+ LT 266 266 14 25 14 39 39 305 0 305	Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591	nd	LT 11 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Eastboun Thru 6 6 0 0 0 0 6 6	0 0 0 0 0 6 0 0 6 6 0 0 6 6	17 331 374 17 374 174 374 374	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	43 43 22 27 22 45 45 48 66C 42 1
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume	NH   1138   NH	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249 Cri 1,249  Cri 3 1,532 694 0	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278 tical V	+ LT 266 266 14 25 14 39 39 305 0 305 0 Jume	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591 1,591 2 Analys 3 1,899 533 0	nd	LT   11   11   1   0   1   1   1   1   1	Eastboun Thru 6 6 0 0 0 0 6 6 1 24 24 20	d RT 6 6 0 0 0 0 0 6 6 0 0 0 0 0 0 0 0 0 0	17 331 331 17 25 17 42 42 42 373 18 18 1374 1 374 1 0 0 0 0 0 0 0	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 801 375 0	43 43 22 27 22 45 45 48 (60 48 48 (60 42 (30
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Net Per Lane Volume Overlap Reduction Net Per Lane Volume Overlap Reduction Net Per Lane Volume	NN   NN   NN   NN   NN   NN   NN   N	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249  L,249  Crit 3 1,532 694 0 694	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278 tical V	+ Peak I  LT  266 266 14 25 14 39 39 305  0 305	Southbour Thru 1,348 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591 2. Analys 2. Analys 3 1,899 533 0 533	nd	LT 11 11 11 11 11 11 11 11 11 11 11 11 11	Eastboun Thru 6 6 0 0 0 0 6 1 1 24 24 0 0 24	0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 331 331 17 25 17 42 42 42 373 18 18 5% 1 374 1 374	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 801 375 0 375	43 43 22 27 22 49 48 48 (60 42
East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Max (Committed + 1% Growth Max (Committed + 1 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction	NH   1138   NH	orthbound Thru 1,096 1,096 56 97 56 153 153 1,249 OUT 55% 0 1,249  Cri  3 1,532 694 0 694 8 TH =	RT 253 253 13 22 13 35 35 288 OUT 5% 0 288 (10) 278 tical V	+ LT 266 266 14 25 14 39 39 305 00 ume	165  Southbou Thru 1,348 1,348 69 159 69 228 228 1,576 IN 55% 15 1,591 1,591 2 Analys 3 1,899 533 0	nd	LT   11   11   1   0   1   1   1   1   1	Eastboun Thru 6 6 0 0 0 0 6 6 1 1 24 24 0 24 NBTH =	d RT 6 6 0 0 0 0 0 6 6 0 0 0 0 0 0 0 0 0 0	17 331 331 17 25 17 42 42 42 373 18 18 5% 1 374	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 801 375 0	43 43 22 27 22 45 45 48 (60 48 48 (60 42 (30

### CRITICAL SUM INTERSECTION ANALYSIS SHEET SOLESTE ON THE TRAIL MILITARY TRAIL & LEO LANE Existing Geometry

Growth Rate = 1.00%
Peak Season = 1 1
Buildout Year = 2024 2024
Years = 4 4

			AMI	<u>'eak H</u>	our							
		rthbound			outhbour			Eastboun			Vestbound	
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 1/30/2020	40	1,058	20	20	808	11	200	0	113	44	3	58
Peak Season Volume	40	1,058	20	20	808	11	200	0	113	44	3	58
					1							
Traffic Volume Growth	2	43	1	1	33	0	8	0	5	2	0	2
Committed Development	0	218	0	0	122	0	0	0	0	0	0	0
					- 1							
1% Traffic Volume Growth	2	43	1	1	33	0	8	0	5	2	0	2
Committed + 1% Growth	2	261	1	1	155	0	8	0	5	2	0	2
Max (Committed + 1% or Historic Growth)	1 2	261	1	1	155	0	8	0	5	2	0	2
History Committees 1270 or misterio stating	_							1				
Background Traffic Volumes	42	1,319	21	21	963	11	208	0	118	46	3	60
Background Harrie Foldines	1	-,										
Project Traffic	l	IN		IN						оит		
Project Hame		40%		60%						40%		
	0	1 1	0	19	0	0	0	0	0	32	0	3
<b> /</b>		11		1			208	0	118	78	3	63
Total Traffic w/o RTOR	42	1,330	21	40	963	11	208	'	110	/°	د	03
												^
RTOR Reduction	1		0			0			0			0
		ļ							***	<del></del>		
TOTAL TRAFFIC	42	1,330	21	40	963	11	208	0	118	78	3	63
		Crit	ical V	olume	Analys	is						
N 61	1	3	0	1	3	1	0	1	1	0	1	1
No. of Lanes	+		0		1,014		<u> </u>	326		<u> </u>	144	
Approach Volume		1,393							110	0	81	63
Per Lane Volume	42	464	0	40	332	11	0	208	118	0	0	
Overlap Reduction	0	0	0	0	0	0	0	0	(42)			(40)
Net Per Lane Volume	42	464	0	40	332	11	0	208	76	0	81	23
North-South Critical	NB LT + SE				74		SB LT+1				504	
											208	
East-West Critical	EB LT + W	BTH=			B1		WB LT+					
East-West Critical Maximum Critical Sum STATUS ?	EB LT + W 504	BTH=	PM	+ Peak H	208	NN	DER	= = = = = = = = = = = = = = = = = = =	712			
Maximum Critical Sum	504			+ Peak H	208 lour			=				1
Maximum Critical Sum	504	orthbound		+ Peak H	208 lour Southbou	nd	DER	= Eastboun	d		Westboun	
Maximum Critical Sum STATUS ?	504	orthbound Thru	RT	+ Peak H	208 Our Southbou	nd RT	DER	= Eastboun Thru	d RT	LT	Westboun Thru	RT
Maximum Critical Sum STATUS ? STATUS ? Existing Volume on 1/30/2020	N: LT 90	orthbound Thru 875	RT 61	Peak H	208 lour Southbou Thru 1,194	nd RT 249	DER  LT  92	Eastboun	d RT 40	LT 43	Westbound	RT 58
Maximum Critical Sum STATUS ? STATUS ? Existing Volume on 1/30/2020	504	orthbound Thru	RT	+ Peak H	208 Our Southbou	nd RT	DER	= Eastboun Thru	d RT	LT	Westboun Thru	RT
Maximum Critical Sum  STATUS ?  STATUS ?  Existing Volume on 1/30/2020  Peak Season Volume	N: LT 90 90	orthbound Thru 875 875	RT 61 61	+ Peak H	208 Our Southbou Thru 1,194 1,194	nd RT 249 249	LT 92 92	Eastboun Thru 0 0	d RT 40 40	LT 43 43	Westboun Thru 1	8T 58 58
MaxImum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth	N: LT 90 90 4	orthbound Thru 875 875 875	RT 61 61 2	+ Peak H	208 lour Southbou Thru 1,194 1,194 48	nd RT 249 249	LT 92 92 4	Eastboun Thru 0 0	d RT 40 40	LT 43 43 43	Westboun Thru 1 1	8T 58 58
Maximum Critical Sum  STATUS ?  STATUS ?  Existing Volume on 1/30/2020  Peak Season Volume	N: LT 90 90	orthbound Thru 875 875	RT 61 61	+ Peak H	208 Our Southbou Thru 1,194 1,194	nd RT 249 249	LT 92 92	Eastboun Thru 0 0	d RT 40 40	LT 43 43	Westboun Thru 1	8T 58 58
MaxImum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth	N: LT 90 90 4 0	orthbound	8T 61 61 2 0	+ Peak H  LT 103 103	208	nd RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0	d RT 40 40	LT 43 43 2 0	Westboun Thru 1 1 0 0	8T 58 58 2 0
Maximum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development	90 90 4 0	orthbound Thru 875 875 36 177	RT 61 61 0 2 0 2	+ Peak H  LT 103 103 4 0	208   Our	nd RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2	Westbound Thru 1 1 0 0	8T 58 58 2 0
Maximum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development	N: LT 90 90 4 0	orthbound Thru 875 875 36 177 36 213	RT 61 61 2 0 2 2	+ Peak H LT 103 103 4 0	208	nd  RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0 0 0 0 0	d RT 40 40 40 2 0	LT 43 43 2 0 2 2 2	Westbound Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2
Maximum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth	90 90 4 0	orthbound Thru 875 875 36 177	RT 61 61 0 2 0 2	+ Peak H  LT 103 103 4 0	208   Our	nd RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2	Westbound Thru 1 1 0 0	8T 58 58 2 0
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth	N: LT 90 90 4 0	orthbound Thru 875 875 36 177 36 213	RT 61 61 2 0 2 2	+ Peak H LT 103 103 4 0	208	nd  RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 2	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	N: LT 90 90 4 0	orthbound Thru 875 875 36 177 36 213	RT 61 61 2 0 2 2	+ Peak H LT 103 103 4 0	208	nd  RT 249 249 10 0	LT 92 92 4 0	Eastboun Thru 0 0 0 0 0 0	d RT 40 40 40 2 0	LT 43 43 2 0 2 2 2	Westbound Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	N LT 90 90 90 4 0	orthbound Thru 875 875 36 177 36 213	81 61 61 2 0 2 2 2 2	+ Peak H	208	nd RT 249 249 10 0 10 10 10	DER  LT  92  92  4  0  4  4	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 2	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2 2
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	N LT 90 90 90 4 0	orthbound Thru 875 875 36 177 36 213	81 61 61 2 0 2 2 2 2	+ Peak H	208	nd RT 249 249 10 0 10 10 10	DER  LT  92  92  4  0  4  4	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 2	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2 2
Maximum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes	N LT 90 90 90 4 0	orthbound Thru 875 875 36 177 36 213	81 61 61 2 0 2 2 2 2	+ Peak H	208	nd RT 249 249 10 0 10 10 10	DER  LT  92  92  4  0  4  4	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 2	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0
Maximum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes	N LT 90 90 90 4 0	orthbound Thru 875 875 36 177 36 213 213 1,088	81 61 61 2 0 2 2 2 2	+ Peak H  103 103 4 0 4 4 107	208	nd RT 249 249 10 0 10 10 10	DER  LT  92  92  4  0  4  4	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 2 45	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2 2
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	N. LT 90 90 4 0 4 4 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088	RT 61 61 2 0 2 2 2 2 63	+ Peak H  LT 103 103 4 0 4 4 107	208	nd RT 249 249 10 0 10 10 10	DER  LT  92  92  4  0  4  4	Eastboun Thru 0 0 0 0 0 0 0	d RT 40 40 2 0	LT 43 43 2 0 2 2 2 45 OUT	Westboun Thru 1 1 0 0 0 0	8T 58 58 2 0 2 2 2 2
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic	90 90 4 0 4 4 4 94	orthbound Thru 875 875 36 /// 36 213 213 1,088 IN 40% 34	RT 61 61 2 0 2 2 2 63	+ Peak H  LT 103 103 4 0 4 4 4 107 IN 60% 55	208   Cour	nd RT 249 249 10 0 10 10 10 259	LT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 40 2 0 2 2 2 2 42	LT 43 43 2 0 2 2 2 45 OUT 40% 21	Westboun. Thru 1 1 0 0 0 1 1	8T 58 58 2 0 2 2 2 2 60
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	N. LT 90 90 4 0 4 4 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088	RT 61 61 2 0 2 2 2 2 63	+ Peak H  LT 103 103 4 0 4 4 107	208	nd RT 249 249 10 0 10 10 10 259	DER  LT  92  92  4  0  4  4  96	Eastbourn Thru 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42	LT 43 43 2 0 2 2 2 2 45 OUT 40%	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR	90 90 4 0 4 4 4 94	orthbound Thru 875 875 36 /// 36 213 213 1,088 IN 40% 34	RT 61 61 2 0 2 2 2 2 63 63	+ Peak H  LT 103 103 4 0 4 4 4 107 IN 60% 55	208   Cour	nd RT 249 249 10 0 10 10 10 259	LT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42	LT 43 43 2 0 2 2 2 2 45 OUT 40% 21	Westboun. Thru 1 1 0 0 0 1 1	8T 58 58 2 0 2 2 2 2 60 60
Maximum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic	90 90 4 0 4 4 4 94	orthbound Thru 875 875 36 /// 36 213 213 1,088 IN 40% 34	RT 61 61 2 0 2 2 2 63	+ Peak H  LT 103 103 4 0 4 4 4 107 IN 60% 55	208   Cour	nd RT 249 249 10 0 10 10 10 259	LT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 40 2 0 2 2 2 2 42	LT 43 43 2 0 2 2 2 2 45 OUT 40% 21	Westboun. Thru 1 1 0 0 0 1 1	8T 58 58 2 0 2 2 2 2 60
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR RTOR Reduction	504  N. LT  90 90 4 0 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122	RT 61 61 2 0 0 2 2 2 2 63 0 63 0	+  LT  103  103  4  0  4  4  107  IN  60%  555  162	208	nd RT 249 249 10 0 10 10 10 259 0 259 0	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42 0 42 0	LT 43 43 43 2 0 2 2 2 2 45 OUT 40% 21 66	Westboun. Thru  1  1  0  0  1  1  0  1  1  0  1  1  1	8T 58 58 2 0 2 2 2 2 60 60 0 0
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR RTOR Reduction	90 90 4 0 4 4 4 94	orthbound Thru 875 875 36 /// 36 213 213 1,088 IN 40% 34	RT 61 61 2 0 2 2 2 2 63 63	+ Peak H  LT 103 103 4 0 4 4 4 107 IN 60% 55	208   Cour	nd RT 249 249 10 0 10 10 10 259	LT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42	LT 43 43 2 0 2 2 2 2 45 OUT 40% 21	Westboun. Thru 1 1 0 0 0 1 1	8T 58 58 2 0 2 2 2 2 60 60
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR	504  N. LT  90 90 4 0 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122	87 61 61 62 0 0 63 0 63 0 63	+	208   Courrest   Courr	RT 249 249 10 0 0 10 10 10 259 0 0 259 0 0	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42 0 42 0	LT 43 43 43 2 0 2 2 2 2 45 OUT 40% 21 66	Westboun. Thru  1 1 0 0 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1	8T 58 58 2 0 2 2 2 2 60 60 0 0
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction	504  N. LT  90 90 4 0 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122	87 61 61 62 0 0 63 0 63 0 63	+	208	RT 249 249 10 0 0 10 10 10 259 0 0 259 0 0	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42 0 42 0	LT 43 43 43 2 0 2 2 2 2 45 OUT 40% 21 66	Westboun. Thru  1 1 0 0 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1	8T 58 58 2 0 2 2 2 2 60 60 0 0
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR RTOR Reduction	504  N. LT  90 90 4 0 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122	87 61 61 62 0 0 63 0 63 0 63	+	208	10 0 10 10 259 0 259	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42 0 42 0 42	2 2 2 45 OUT 40% 66	Westboun. Thru  1  1  0  0  1  1  0  1  1  1  1  1  1	8T 58 58 2 0 2 2 2 2 60 60 61 61
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC	504  N. LT  90 90 4 0 4 4 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122	87 61 61 62 0 0 63 0 63 0 63	+	208	RT 249 249 10 0 0 10 10 10 259 0 0 259 0 0	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	d RT 40 40 2 0 2 2 2 2 42 0 42 0	LT 43 43 43 2 0 2 2 2 2 45 OUT 40% 21 66	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60 60 0
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC	504  N. LT  90 90 4 0 4 4 94 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122 Cri 3	87 61 61 62 0 0 2 2 2 63 0 63 0 63 tical V	+ Peak H  LT  103  103  4  0  4  4  107  IN  60% 555  162	208	10 0 10 10 259 0 259	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	d RT 40 40 2 0 2 2 2 2 42 0 42 0 42	2 2 2 45 OUT 40% 66	Westboun. Thru  1  1  0  0  1  1  0  1  1  1  1  1  1	8T 58 58 2 0 2 2 2 2 60 60 61 61
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume	94  N. LT 90 90 4 0 4 4 94 94	orthbound Thru 875 875 36 /77 36 213 213 1,088 IN 40% 34 1,122 Cri	87 61 61 62 0 0 2 2 2 63 0 63 0 63 tical V	+ Peak H  LT  103  103  4  0  4  4  107  IN  60% 555  162	208	10 0 10 10 259 0 259	DER  LIT 92 92 4 0 4 4 4 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	d RT 40 40 2 0 2 2 2 2 42 0 42 0 42	2 2 2 45 OUT 40% 66	Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60 60 61 61
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume	504  N. LT  90 90 4 0 4 4 94  94  1 94	orthbound Thru 875 875 36 /77 36 213 213 1,088 IN 40% 34 1,122 Cri 3 1,279 437	8T 61 61 2 0 2 2 2 2 63 0 63 0 63 tical V	+ Peak H  LT 103 103 4 0 4 4 4 107 IN 60% 555 162  olume 1 162	208	RT 249 249 10 0 10 10 10 10 259 0 259 0 259	1 LT 92 92 92 4 0 0 4 4 4 4 996 0 996	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 1 1138	d RT 40 40 2 0 2 2 2 42 0 42 0 42	LT 43 43 43 2 0 0 2 2 2 45 OUT 40% 21 66 66	Westboun. Thru  1  1  0  0  1  1  1  1  1  1  1  1  1	8T 58 58 2 0 2 2 2 2 60 60 61 1 61 1 1 61
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Overlap Reduction	504  N. LT 90 90 4 0 4 4 4 94 94  1 94	orthbound Thru 875 875 36 177 36 213 213 1,088 IN 40% 34 1,122 Cri 3 1,279 437 0	87 61 61 2 0 2 2 2 2 63 0 63 63 ttical V	+ Peak H  103 103 4 0 4 4 107 IN 60% 55 162  162  0lume	208	RT   249   249   10   0   0   10   10   10   259   0   259   259   1   1   259   0   0   10   10   10   10   10   10	DER  LIT 92 92 4 0 4 4 4 96 0 96	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 1 138	d RT 40 40 2 0 2 2 2 2 42 0 42 0 42 42 42	LT 43 43 43 2 0 CUT 40% 21 66 66	Westboun. Thru  1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60 60 61 61 1 61 1
MaxImum Critical Sum STATUS?  Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Net Per Lane Volume	94  1  94  94  94  94  94	orthbound Thru 875 875 36 //77 36 213 213 1,088 IN 40% 34 1,122 Cri 3 1,279 437 0 437	8T 61 61 2 0 2 2 2 2 63 0 63 0 63 tical V	+	208	10 0 10 10 259 0 259 1 1 1 259	DER  LT  92  92  4  0  4  4  4  96  0  0  0  0  0  0	Eastboun Thru 0 0 0 0 0 0 0 0 0 1 138 96 0 96	d RT 40 40 40 2 0 2 2 2 42 0 42 1 1 42 42 (42)	LT 43 43 43 2 0 0 2 2 2 45 OUT 40% 21 66 66	Westbount Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60 60 61 61 61 61 61 61 61 61 61 61 61 61 61
MaxImum Critical Sum  STATUS?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Net Per Lane Volume North-South Critical	94  94  94  94  94  94  98  98  98  98	orthbound Thru 875 875 36 /77 36 213 213 1,088 IN 40% 34 1,122 Cri 3 1,279 437 0 437 B TH =	87 61 61 2 0 2 2 2 2 63 0 63 63 ttical V	+ Peak H 103 103 103 4 0 4 4 4 107 18 162 162 162 162 162 162	208    Our   Thru   1,194   1,194   48   250   48   298   298   1,492   1,492   1,492   1,492   2 Analys   3   1,913   756   0   0   756   550   1,500	RT   249   249   10   0   0   10   10   10   259   0   259   259   1   1   259   0   0   10   10   10   10   10   10	DER  LIT 92 92 4 0 4 4 4 96 0 0 0 0 5B LT+	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 1 138 96 0 0 NBTH =	d RT 40 40 40 2 0 2 2 2 42 0 42 1 1 42 42 (42)	LT 43 43 43 2 0 0 2 2 2 45 OUT 40% 21 66 66	Westboun. Thru  1 1 0 0 0 1 1 1 1 1 1 1 1 1 5 67 0 67 599	8T 58 58 2 0 2 2 2 2 60 60 61 61 61 61 61 61 61 61 61 61 61 61 61
Existing Volume on 1/30/2020 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR RTOR Reduction TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Not Per Lane Volume	94  1  94  94  94  94  94	orthbound Thru 875 875 36 /77 36 213 213 1,088 IN 40% 34 1,122 Cri 3 1,279 437 0 437 B TH =	87 61 61 2 0 2 2 2 2 63 0 63 63 ttical V	+ Peak H 103 103 103 4 0 4 4 4 107 18 162 162 162 162 162 162	208	RT   249   249   10   0   0   10   10   10   259   0   259   259   1   1   259   0   0   10   10   10   10   10   10	DER  LT  92  92  4  0  4  4  4  96  0  0  0  0  0  0	Eastboun Thru 0 0 0 0 0 0 0 0 0 0 1 138 96 0 0 NBTH =	d RT 40 40 40 2 0 2 2 2 42 0 42 1 1 42 42 (42)	LT 43 43 43 2 0 0 2 2 2 45 OUT 40% 21 66 66	Westbount Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8T 58 58 2 0 2 2 2 2 60 60 61 61 61 61 61 61 61 61 61 61 61 61 61

## CRITICAL SUM INTERSECTION ANALYSIS SHEET SOLESTE ON THE TRAIL MILITARY TRAIL & NORTHLAKE BLVD Existing Geometry

Growth Rate = 1.00%
Peak Season = 1 1
Buildout Year = 2024 2024
Years = 6 6

			<u>AM</u>	Peak	Hour							
	N	orthboun	d		Southbou	nd		Eastboun	d		Westboun	d
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 2/5/2018	182	792	359	342	717	181	763	1,369	283	389	964	162
Peak Season Volume	182	792	359	342	717	181	763	1,369	283	389	964	162
Traffic Volume Growth	11	49	22	21	44	11	47	84	17	24	59	10
Committed Development	56	136	72	26	50	87	122	234	45	32	238	40
		40		24			47		177	1 24	59	100
1% Traffic Volume Growth	11	49 185	22 94	21 47	44 94	11 98	169	84 318	17 62	24 56	297	10 50
Committed + 1% Growth	67	185	94	47	94	98	169	318	62	56	297	50
Max (Committed + 1% or Historic Growth)	67	163	94	47	34	36	109	210	02	30	257	30
Background Traffic Volumes	249	977	453	389	811	279	932	1,687	345	445	1,261	212
<b>_</b>								·				
Project Traffic	OUT	OUT	OUT		IN				IN	IN		
	5%	20%	30%		20%				5%	30%		
	4	15	22	0	1	0	0	0	0	2	0	0
Total Traffic w/o RTOR	253	992	475	389	812	279	932	1,687	345	447	1,261	21:
RTOR Reduction			(60)			(60)			(60)			(60
								1 507	205		4.254	
TOTAL TRAFFIC	253	992	415	389	812	219	932	1,687	285	447	1,261	157
		Cr	itical V	olum/	e Analy	sis						
No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
No. of Lanes Approach Volume	<del>                                     </del>	1,660	1		1,420	11		2,904			1,860	
Per Lane Volume	127	331	415	195	271	219	466	562	285	224	420	152
Overlap Reduction	0	0	(224)	0	0	(219)	0	0	(127)	0	0	(152
Net Per Lane Volume	127	331	191	195	271	0	466	562	158	224	420	0
North-South Critical	NB LT+		171		98		SB LT+1		455		526	
		WBTH =			186		WB LT+				786	
											,	
	526	***************************************	PM	+ Peak	886 Hour	a	VER	=	1,412			
East-West Critical Maximum Critical Sum STATUS ?	526	orthboun		+ Peak			VER				Westboun	d
Maximum Critical Sum	526			+ Peak	Hour Southbou Thru		VER	=		LT	Westboun Thru	
Maximum Critical Sum	526	orthboun	d	+ Peak	Hour Southbou	nd	VER	= Eastboun	d			d RT 125
Maximum Critical Sum STATUS ?  STATUS ?	526	orthboun Thru	d RT	+ Peak LT	Hour Southbou Thru	nd RT	VER LT	= Eastboun Thru	d RT	LT	Thru	RT 125
Maximum Critical Sum STATUS ?  STATUS ?	N LT 369	orthboun Thru 778 778	d RT 431 431	Peak	Hour Southbou Thru 1,098 1,098	nd RT 385 385	LT 433 433	= Eastboun Thru 1,081 1,081	d RT 200 200	LT 406 406	Thru 1,495 1,495	125 125
Maximum Critical Sum  STATUS 7  STATUS 7  Existing Volume on 2/5/2018  Peak Season Volume	N LT 369	orthboun Thru 778 778 48	d RT 431 431	+ Peak  LT 506 506	Hour Southbou Thru 1,098 1,098	nd RT 385 385	LT 433 433 27	= Eastboun Thru 1,081 1,081	d RT 200 200 12	LT 406 406 25	Thru 1,495 1,495 92	125 125 125
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth	N LT 369 369	orthboun Thru 778 778	d RT 431 431	+ Peak LT 506 506	Hour Southbou Thru 1,098 1,098	nd RT 385 385	LT 433 433	= Eastboun Thru 1,081 1,081	d RT 200 200	LT 406 406	Thru 1,495 1,495	125 125
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth  Committed Development	N LT 369 369 23 69	orthboun Thru 778 778 48 82	d RT 431 431 27 60	+ Peak  LT 506 506 31 26	Hour  Southbou  Thru 1,098 1,098 68 148	nd RT 385 385 24 146	LT 433 433 27 154	= Eastboun Thru 1,081 1,081 67 441	d RT 200 200 12 106	LT 406 406 25 85	Thru 1,495 1,495 92 318	125 125 8 17
Maximum Critical Sum STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth	526  N 117 369 369 23 69 23	orthboun Thru 778 778 48 82	d RT 431 431 27 60	+ Peak  LT 506 506 31 26 31	Hour  Southbou  Thru  1,098  1,098  68  148	nd RT 385 385 24 146	LT 433 433 27 154 27	= Eastboun Thru 1,081 1,081 67 441	d RT 200 200 12 106 12	LT 406 406 25 85	1,495 1,495 1,495 92 318	8 //7
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth	526  N 11 369 369 23 69 23 92	778 778 778 48 82 48 130	d RT 431 431 27 60 27 87	+ Peak LT 506 506 31 26 31 57	Hour  Southbou  Thru  1,098  1,098  68  148  68  216	nd RT 385 385 24 1/16 24 170	LT 433 433 27 154 27 181	Eastbourn Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118	LT 406 406 25 85 25 110	1,495 1,495 1,495 92 318 92 410	8 /7 8 25
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth	526  N 117 369 369 23 69 23	orthboun Thru 778 778 48 82	d RT 431 431 27 60	+ Peak  LT 506 506 31 26 31	Hour  Southbou  Thru  1,098  1,098  68  148	nd RT 385 385 24 146	LT 433 433 27 154 27	= Eastboun Thru 1,081 1,081 67 441	d RT 200 200 12 106 12	LT 406 406 25 85	1,495 1,495 1,495 92 318	8 /7 8 25
Maximum Critical Sum STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth)	S26  N LT 369 369 23 69 23 92	778 778 778 48 82 48 130	d RT 431 431 27 60 27 87 87	+ Peak  LT 506 506  31 26  31 57 57	Hour  Southbou Thru 1,098 1,098 68 148 68 216 216	nd RT 385 385 24 146 24 170	LT 433 433 27 154 27 181 181	Eastboun Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118 118	25 85 25 110	Thru 1,495 1,495 92 318 92 410 410	8 /7 8 25 25
Maximum Critical Sum STATUS 7	526  N 11 369 369 23 69 23 92	778 778 778 48 82 48 130	d RT 431 431 27 60 27 87	+ Peak LT 506 506 31 26 31 57	Hour  Southbou  Thru  1,098  1,098  68  148  68  216	nd RT 385 385 24 1/16 24 170	LT 433 433 27 154 27 181	Eastbourn Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118	LT 406 406 25 85 25 110	1,495 1,495 1,495 92 318 92 410	8 /7 8 25 25
Maximum Critical Sum STATUS?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	S26  N LT 369 369 23 69 23 92 92 461	orthboun Thru 778 778 48 82 48 130 130 908	d RT 431 431 27 60 27 87 87 518	+ Peak  LT 506 506  31 26  31 57 57	Hour  Southbou Thru 1,098 1,098 68 148 68 216 216 1,314	nd RT 385 385 24 146 24 170	LT 433 433 27 154 27 181 181	Eastboun Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118 118 318	25 85 25 110 110	Thru 1,495 1,495 92 318 92 410 410	8 /7 8 25 25
Maximum Critical Sum STATUS?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	S26  N LT 369 369 23 69 23 92 92 461 OUT	778 778 778 48 82 48 130 130	d RT 431 431 27 60 27 87 87 518	+ Peak  LT 506 506  31 26  31 57 57	Hour Thru 1,098 1,098 68 148 68 216 216 1,314 IN	nd RT 385 385 24 146 24 170	LT 433 433 27 154 27 181 181	Eastboun Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118 118 118	LT 406 406 25 85 110 110 516 IN	Thru 1,495 1,495 92 318 92 410 410	8 /7 8 25 25
Maximum Critical Sum STATUS?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	S26  N LT 369 369 23 69 23 92 92 461 OUT 5%	100 orthboum	d RT 431 431 27 60 27 87 87 518 OUT 30%	+ Peak LT 506 506 31 26 31 57 57 57	Hour  Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20%	nd RT 385 385 24 1/16 24 170 170 555	LT 433 433 27 154 27 181 181 614	Eastboun Thru 1,081 1,081 67 441 67 508 508	d RT 200 200 12 106 12 118 118 318 IN 5%	25 85 25 110 110 516 IN 30%	1,495 1,495 1,495 92 318 92 410 410	8 /7 8 25 25 150
Maximum Critical Sum STATUS?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	S26  N LT 369 369 23 69 23 92 92 461 OUT	778 778 778 48 82 48 130 130	d RT 431 431 27 60 27 87 87 518	+ Peak  LT 506 506  31 26  31 57 57	Hour Thru 1,098 1,098 68 148 68 216 216 1,314 IN	nd RT 385 385 24 146 24 170	LT 433 433 27 154 27 181 181	Eastboun Thru 1,081 1,081 67 441 67 508	d RT 200 200 12 106 12 118 118 118	LT 406 406 25 85 110 110 516 IN	Thru 1,495 1,495 92 318 92 410 410	8 /7 8 25 25
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes  Project Traffic	S26  N LT 369 369 23 69 23 92 92 461 OUT 5%	100 orthboum	d RT 431 431 27 60 27 87 87 518 OUT 30%	+ Peak LT 506 506 31 26 31 57 57 57	Hour  Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20%	nd RT 385 385 24 1/16 24 170 170 555	LT 433 433 27 154 27 181 181 614	Eastboun Thru 1,081 1,081 67 441 67 508 508	d RT 200 200 12 106 12 118 118 318 IN 5%	25 85 25 110 110 516 IN 30%	1,495 1,495 1,495 92 318 92 410 410	8 /7 8 25 25 150
Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes  Project Traffic	S26  N LT 369 369 23 69 23 92 92 461 OUT 5% 0	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0	RT 431 431 27 60 27 87 87 518 OUT 30% 0	Peak  LT 506 506 31 26 31 57 57 563	Hour  Southbou Thru 1,098 1,098 68 1.48 68 216 216 1,314 IN 20% 5	nd RT 385 385 24 146 24 170 170	LT 433 433 27 /5-1 181 181 614	Eastbourn Thru 1,081 1,081 67 441 67 508 508	d RT 200 200 12 106 118 118 118 318 IN 5% 1	25 85 25 110 110 516 IN 30% 9	Thru 1,495 1,495 92 318 92 410 410 1,905	8 /7 8 25 25 150 0
Maximum Critical Sum STATUS?  Existing Volume on 2/5/2018 Peak Season Volume Traffic Volume Growth Committed Development 1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes	S26  N LT 369 369 23 69 23 92 92 461 OUT 5% 0	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0	RT 431 431 27 60 27 87 87 518 OUT 30% 0	Peak  LT 506 506 31 26 31 57 57 563	Hour  Southbou Thru 1,098 1,098 68 1.48 68 216 216 1,314 IN 20% 5	nd RT 385 385 24 146 24 170 170	LT 433 433 27 /5-1 181 181 614	Eastbourn Thru 1,081 1,081 67 441 67 508 508	d RT 200 200 12 106 118 118 118 318 IN 5% 1	25 85 25 110 110 516 IN 30% 9	Thru 1,495 1,495 92 318 92 410 410 1,905	8 17 8 25 25 150 0
Maximum Critical Sum  STATUS?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR	S26  N LT 369 369 23 69 23 92 92 461 OUT 5% 0	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0	RT 431 431 27 60 27 87 87 518 OUT 30% 0 518	Peak  LT 506 506 31 26 31 57 57 563	Hour  Southbou Thru 1,098 1,098 68 1.48 68 216 216 1,314 IN 20% 5	nd RT 385 385 24 ///6 24 170 170 555	LT 433 433 27 /5-1 181 181 614	Eastbourn Thru 1,081 1,081 67 441 67 508 508	d RT 200 200 12 106 118 118 118 318 IN 5% 1	25 85 25 110 110 516 IN 30% 9	Thru 1,495 1,495 92 318 92 410 410 1,905	8 //7 8 25 25 150 0 150
Maximum Critical Sum  STATUS?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction	S26  N  LT  369 369 23 92 92 461 OUT 5% 0 461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908	d RT 431 431 431 27 60 27 87 87 518 OUT 30% 0 518 (60)	Peak  LT  506  506  31  26  31  57  57  563  0  563	Hour Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20% 5 1,319	nd RT 385 385 385 24 1/16 24 170 170 555 0 555 (60) 495	LT 433 433 27 154 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60)	LT 406 406 25 85 25 110 110 516 IN 30% 9 525	1,495 1,495 92 318 92 410 410 1,905	8 /7 8 25 25 150 0 150 (600
Maximum Critical Sum  STATUS?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction	S26  N  LT  369 369 23 92 92 461 OUT 5% 0 461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908	d RT 431 431 431 27 60 27 87 87 518 OUT 30% 0 518 (60)	Peak  LT  506  506  31  26  31  57  57  563  0  563	Hour  Southbou Thru 1,098 1,098 68 1-18 68 216 216 1,314 IN 20% 5 1,319	nd RT 385 385 385 24 1/16 24 170 170 555 0 S55 (60) 495	LT 433 433 27 154 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60) 259	LT 406 406 25 85 25 110 110 516 IN 30% 9 525	1,495 1,495 92 318 92 410 410 1,905	8 125 129 150 150 150 150 150 150 150 150 150 150
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC	S26  N  LT  369 369 23 92 92 461 OUT 5% 0 461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908 Cr	d RT 431 431 431 27 60 27 87 87 518 OUT 30% 0 518 (60)	Peak  LT  506  506  31  26  31  57  57  563  0  563	Hour Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20% 5 1,319 1,319 e Analy	nd RT 385 385 385 24 1/16 24 170 170 555 0 S55 (60) 495	LT 433 433 27 154 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 111 67 508 508 1,589 0 1,589	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60)	LT 406 406 25 85 25 110 110 516 IN 30% 9 525	Thru 1,495 1,495 1,495 92 318 92 410 410 1,905 0 1,905	8 /7 8 25 25 150 0 150 (600
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth)  Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC	S26  N IT 369 369 23 69 23 92 461 OUT 5% 0 461	Orthboun Thru 778 778 48 82 48 130 908 OUT 20% 0 908 Cr 3 1,827	RT 431 431 27 60 27 87 87 518 (60) 458 458	+ Peak  LT 506 506 31 26 31 57 57 563 0 563	Hour  Southbou Thru 1,098 1,098 68 1-48 68 216 216 216 1,314 IN 20% 5 1,319  1,319  e Analy 3 2,377	nd RT 385 385 385 24 1/46 24 170 170 555  0 555 (60) 495	LT 433 433 27 /54 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589	d RT 200 200 12 106 118 118 118 119 (60) 259	LT 406 406 25 85 25 110 110 516 IN 30% 9 525	1,905  1,905  1,905	8 125 125 150 150 150 150 150 150 150 150 150 15
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC	S26  IT 369 369 23 92 92 461 OUT 5% 0 461  461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908 Cr 3 1,827 303	RT   RT   431   431   27   60   87   87   87   87   518   OUT   30%   0   518   (60)   458   1   458   458	Peak  LT 506 506 31 26 31 57 57 563 0 563 563  volum 2 22 282	Hour Southbou Thru 1,098 1,098 68 1,098 68 216 216 216 1,314 IN 20% 5 1,319 1,319 e Analy	nd RT 385 385 24 1/16 24 170 170 555 0 555 (60) 495	LT 433 433 27 15-1 27 181 181 614 0 614 2 2 307	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589 1,589	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60) 259	LT 406 406 406 25 85 110 110 516 IN 30% 9 525	1,495 1,495 1,495 92 318 92 410 410 1,905 0 1,905	8 177 8 25 25 150 0 150 (60 90 11
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic W/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction	S26  N LT 369 369 23 69 23 92 92 461 OUT 5% 0 461  461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908 Cr 3 1,827 303 0	d RT 431 431 27 60 27 87 87 518 OUT 30% (60) 458 1tical \( \) 458 (263) (263)	+ Peak  LT 506 506 31 26 31 57 57 563 0 563 //olum  2 282 0	Hour  Southbou Thru 1,098 1,098 68 1-48 68 216 216 1,314 IN 20% 5 1,319 1,319 e Analy 3 2,377 440 0	nd RT 385 385 385 24 1/16 170 170 555  0 555 (60) 495	LT 433 433 27 154 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589 1,589	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60) 259	LT 406 406 25 85 25 110 110 516 IN 30% 9 525	Thru 1,495 1,495 1,495 92 318 92 410 410 1,905 0 1,905	8 177 8 25 25 150 0 150 (60 90 90 90 (90 (90 0 12 12 12 12 12 12 12 12 12 12 12 12 12
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction Net Per Lane Volume Overlap Reduction Net Per Lane Volume	S26  N IT 369 369 23 69 23 92 461 OUT 5% 0 461  461  2 231 0 231	908  Orthboun Thru 778 778 48 82 48 130 908 OUT 20% 0 908  Cr 3 1,827 303 0 303	RT   RT   431   431   27   60   87   87   87   87   518   OUT   30%   0   518   (60)   458   1   458   458	+ Peak  LT 506 506 31 26 31 57 57 563 0 563 563  70lum 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Hour  Southbou Thru 1,098 1,098 68 1-48 68 216 216 216 1,314 IN 20% 5 1,319  1,319  440 0 440	nd RT 385 385 24 1/16 24 170 170 555 0 555 (60) 495	LT 433 433 27 /54 27 181 181 614 0 614 614 2 2 307 0 307	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589 1,589 3 2,462 530 0 530	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60) 259	LT 406 406 406 25 85 110 110 516 IN 30% 9 525	1,905  1,905  1,905  1,905  1,905	8 177 8 25 25 150 0 150 (60 90 90 90 (90 (90 0 12 12 12 12 12 12 12 12 12 12 12 12 12
Maximum Critical Sum  STATUS 7  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth Committed Development  1% Traffic Volume Growth Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes  Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  TOTAL TRAFFIC  No. of Lanes Approach Volume Per Lane Volume Overlap Reduction	S26  N LT 369 369 23 69 23 92 92 461 OUT 5% 0 461  461	orthboun Thru 778 778 48 82 48 130 130 908 OUT 20% 0 908 Cr 3 1,827 303 0 303 SBTH =	d RT 431 431 27 60 27 87 87 518 OUT 30% (60) 458 1tical \( \) 458 (263) (263)	Peak  LT 506 506 31 26 31 57 57 563 0 563  563  7olum 2 2 282 0 282 6	Hour  Southbou Thru 1,098 1,098 68 1-48 68 216 216 1,314 IN 20% 5 1,319 1,319 e Analy 3 2,377 440 0	nd RT 385 385 385 24 1/16 170 170 555  0 555 (60) 495	LT 433 433 27 154 27 181 181 614 0 614	Eastboun Thru 1,081 1,081 67 441 67 508 508 1,589 0 1,589 1,589 3 2,462 530 0 530 8BTH =	d RT 200 200 12 106 118 118 318 IN 5% 1 319 (60) 259	LT 406 406 406 25 85 110 110 516 IN 30% 9 525 525 525 525 525	Thru 1,495 1,495 1,495 92 318 92 410 410 1,905 0 1,905	8 177 8 25 25 150 0 150 (60 90 11

#### INTERSECTION TURNING MOVEMENT COUNTS

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SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU E	EBL E	EBT E	EBR W	WBU M	WBL W	WBT WE	WBR TO	TOTAL
19180	Woodbine Tr/Leo Ln	Military Tr	1/30/2020	7:45 AM	0	40	1058	20	0	20	808	1	0	200	0 1	113					2375
19180	Woodbine Tr/Leo Ln	Military Tr	1/30/2020	4:45 PM	4	98	975	61	4	59	1194	249	-								2908
47500	Woolbright Rd	Congress Ave	3/11/2019	7:30 AM	12	162	487	322	4	271	1148	71	10 1	1	878 3	387		497 6	673 6		5123
47500	Woolbright Rd	Congress Ave	3/11/2019	12:00 PM	39	178	869	383	œ	221	640	47					0				4500
47500	Woolbright Rd	Congress Ave	3/11/2019	4:45 PM	19	346	1195	457	4	182	289	45	34								322
47500	Woolbright Rd	Congress Ave	3/6/2017	7:45 AM	28	113	589	364	2	203	696	81	13		824 5	200					793
47500	Woolbright Rd	Congress Ave	3/6/2017	12:00 PM	45	164	981	403	တ	233	807	122		149 6			22				815
47500	Woolbright Rd	Congress Ave	3/6/2017	4:45 PM	28	364	1159	412	တ	196	811	125	5								515
47475	Woolbright Rd	El Clair Ranch Rd	3/6/2019	7:30 AM	0	42	48	113	0	163	114	32	0								160
47475	Woolbright Rd	El Clair Ranch Rd	3/6/2019	12:00 PM	0	105	86	151	0	42	115	44									038
47475	Woolbright Rd	El Clair Ranch Rd	3/6/2019	4:30 PM	0	89	137	159	0	55	06	23									2481
47475	Woolbright Rd	El Clair Ranch Rd	3/30/2017	8:00 AM	0	61	46	98	0	114	66	51	0		999	20				36 1	1916
47475	Woolbright Rd	El Clair Ranch Rd	3/30/2017	12:00 PM	0	100	87	140	0	09	85	47			520	89	0				1888
47475	Woolbright Rd	El Clair Ranch Rd	3/30/2017	4:30 PM	0	4	106	138	0	09	80	40				53	_	147 8	816 12		351
46500	Woolbright Rd	Hagen Ranch Rd	1/8/2019	7:30 AM	0	28	291	91	0	301	493	64		138 1	125	78	_	164			2070
46500	Woolbright Rd	Hagen Ranch Rd	1/8/2019	12:00 PM	0	13	444	189	0	200	380	36				18	22				277
46500	Woolbright Rd	Hagen Ranch Rd	1/8/2019	4:45 PM	0	39	492	159	0	238	401	106				10	-				205
46500	Woolbright Rd	Hagen Ranch Rd	4/4/2017	7:30 AM	0	13	275	116	0	275	510	52			4	92	0		22 20		946
46500	Woolbright Rd	Hagen Ranch Rd	4/4/2017	12:00 PM	0	21	398	178	0	199	379	35			31	19	_				722
46500	Woolbright Rd	Hagen Ranch Rd	4/4/2017	4:45 PM	0	43	493	169	0	257	356	88	0			24					084
47550	Woolbright Rd	l 95 East	11/16/2020	7:45 AM	0	330	0	307	0	0	0	0				0					856
47550	Woolbright Rd	I 95 East	11/16/2020	12:00 PM	0	332	0	266	0	0	0	0		462 1	1042	0			620 40	403 3	125
47550	Woolbright Rd	l 95 East	11/16/2020	4:45 PM	0	465	0	375	0	0	0	0	0			0					461
47550	Woolbright Rd	l 95 East	3/29/2017	7:45 AM	0	354	0	284	0	0	0	0	0			0	0	0			4129
47550	Woolbright Rd	I 95 East	3/29/2017	12:00 PM	0	351	0	227	0	0	0	0	0	290		0					846
47550	Woolbright Rd	l 95 East	3/29/2017	4:45 PM	0	495	0	331	0	0	0	0	0		1152	0					809
47550	Woolbright Rd	l 95 East	3/30/2016	7:45 AM	0	330	0	239	0	0	0	0	0		120	0					600
47550	Woolbright Rd	I 95 East	3/30/2016	12:15 PM	0	414	0	264	0	0	0	0	0			0	0				787
47550	Woolbright Rd	l 95 East	3/30/2016	4:45 PM	0	809	0	401	0	0	0	0	0		_	0				o o	4584
47550	Woolbright Rd	I 95 West	11/16/2020	7:45 AM	0	0	0	0	0	532	0	672	0			555				0	3987
47550	Woolbright Rd	I 95 West	11/16/2020	12:00 PM	0	0	0	0	0	402	0	449	0			353					3494
47550	Woolbright Rd	I 95 West	11/16/2020	4:45 PM	0	0	0	0	0	605	-	647	0			374			~		4277
47550	Woolbright Rd	I 95 West	3/29/2017	7:45 AM	0	0	0	0	0	701	0	928	0	•	~	584	0				4493
47550	Woolbright Rd	I 95 West	3/29/2017	12:00 PM	0	0	0	0	0	382	0	450	0	0	1120	367	0		1188	0	3807
47550	Woolbright Rd	I 95 West	3/29/2017	4:45 PM	0	0	0	0	0	515	0	518	0	•		348	0		1250	,	4216
47550	Woolbright Rd	I 95 West	3/30/2016	7:45 AM	0	0	0	0	0	674	0	029	0		1109	645	-	386 8	857	0	1342

Monday, June 7, 2021

SIGNAL ID	D E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR S	SBU S	SBL S	SBT SI	SBR EBU	J EBL	EBT	EBR	WBU	) WBL	WBT	WBR	TOTAL
20176	Blue Heron Bl	Congress Ave	10/26/2020	12:00 PM	0	152	362	123	9	126 2			312	796	126	10	122	773	133	3616
20176	Blue Heron Bl	Congress Ave	10/26/2020	4:30 PM	0	234	438	170	9	141 3			553	946	194	9	173	1293	151	5034
20176	Blue Heron Bl	Congress Ave	11/27/2017	7:30 AM	0	244	490	133		148 3	343 5		412	1942	160	~	124	896	86	5586
20176	Blue Heron Bl	Congress Ave	11/27/2017	12:00 PM	က	168	427	81	28 1	134 2	297 3	313 9	266	1139	75	0	163	738	214	4055
20176	Blue Heron Bl	Congress Ave	11/27/2017	4:30 PM	2	213	702	127	33 1	191 4		397 10	515	776	85	4	201	1504	189	5446
20175	Blue Heron Bl	Garden Rd	9/23/2019	7:30 AM	0	184	66	75	0	,		165 26	145	1945	208	0	135	1323	70	4522
20175	Blue Heron Bl	Garden Rd	9/23/2019	12:15 PM	0	154	78	74		82 1		155 23		949	66	0	137	1079	7	3087
20175	Blue Heron BI	Garden Rd	9/23/2019	4:30 PM	0	198	7	76	0					1306	111	0	128	1747	89	4469
20175	Blue Heron Bl	Garden Rd	10/20/2016	7:45 AM	0	93	88	34				30 21		1811	142	~	53	1280	77	4140
20175	Blue Heron Bl	Garden Rd	10/19/2016	12:15 PM	0	109	75	36			71 1		133			-	62	1170	83	3281
20175	Blue Heron Bl	Garden Rd	10/19/2016	4:30 PM	0	176	104	30	0							0	25	1802	69	4503
20150	Blue Heron Bl	195 East	3/10/2020	7:30 AM	-	582	0	1243	0			4	344			0	0	1347	415	5303
20150	Blue Heron Bl	195 East	3/10/2020	12:00 PM	0	498	0	708	0				248		0	0	0	1276	430	4022
20150	Blue Heron Bl	l 95 East	3/10/2020	4:30 PM	0	620	0	853	0			9 0	424	1084	0	0	0	2368	821	6176
20150	Blue Heron Bl	l 95 East	11/30/2017	7:30 AM	0	589	က	1208	0			0 0	299	1384	0	0	0	1758	531	5772
20150	Blue Heron Bl	l 95 East	11/30/2017	12:00 PM	0	380	0	638	0			8	276	919	0	0	0	1370	498	4120
20150	Blue Heron Bl	l 95 East	11/30/2017	4:30 PM	0	603	0	854	0			0 2	397	868	0	0	0	2341	810	5875
20150	Blue Heron Bl	l 95 East	1/21/2016	7:30 AM	0	711	0	1276	0			4	308	1353		0	0	1432	404	5488
20150	Blue Heron Bl	l 95 East	1/21/2016	4:30 PM	0	750	0	780				9 0	426	886	0	0	0	2003	791	5642
20150	Blue Heron Bl	I 95 West	3/10/2020	7:30 AM	0	0	0	0					0		693	2	857	1072	0	4755
20150	Blue Heron Bl	I 95 West	3/10/2020	12:00 PM	0	0	0	0					0		441	2	795		0	3602
20150	Blue Heron Bl	I 95 West	3/10/2020	4:30 PM	0	0	0	0			0 2		0		663	0	1388	1600	0	5416
20150	Blue Heron Bl	I 95 West	11/30/2017	7:30 AM	0	0	0	0	0	900	0 5	518 0	0		725	0	1054	1272	0	5564
20150	Blue Heron Bl	I 95 West	11/30/2017	12:00 PM	0	0	0	0		341		83 0	0		397	0	574	970	0	3308
20150	Blue Heron Bl	I 95 West	11/30/2017	4:30 PM	0	0	0	0	0			31 0	0		645	0	1370	1599	0	5287
20150	Blue Heron Bl	I 95 West	1/21/2016	7:30 AM	0	0	0	0	0	692		443 13			586	15	979	1164	0	4751
20150	Blue Heron Bl	I 95 West	1/21/2016	4:30 PM	0	0	0	0	0	848		208 0	0		475	0	1350		0	4720
20300	Blue Heron Bl	Lake Dr	9/26/2016	7:45 AM	0	119	0	11	0	_		5 0	20	504	122	~	7	357	0	1171
20300	Blue Heron Bl	Lake Dr	9/26/2016	12:15 PM	0	110	22	17	0	2	m	26 1	27	400	122	00	16	444	7	1191
20300	Blue Heron Bl	Lake Dr	9/26/2016	3:30 PM	0	149	o	22	0	7		10 2	38	420	139	~	6	218	22	1441
20280	Blue Heron Bl	Lakeshore Dr/Ave A	11/14/2017	8:00 AM	0	ო	2	o	0	45		85 0	72	969	7	2	16	547	51	1546
20280	Blue Heron Bl	Lakeshore Dr/Ave A	11/14/2017	12:00 PM	0	7	S	18	0			0 00	79	581	17	7	22	581	96	1586
20280	Blue Heron Bl	Lakeshore Dr/Ave A	11/14/2017	4:30 PM	0	2	4	12	0			0 68	121	599	21	ო	25	636	139	1752
20100	Blue Heron Bl	Military Tr	12/10/2020	7:30 AM	16	52	974	287	11 3		304 1	114 0	95	820	œ	2	389	598	292	4575
20100	Blue Heron Bl	Military Tr	12/10/2020	12:00 PM	13	15	582	165	7	ľ	447	87 1	103	462	ო	2	343	434	230	3203
20100	Blue Heron Bl	Military Tr	12/10/2020	4:30 PM	12	14	743	246	ω		51	173 0	88	582	œ	က	457	728	195	4382

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4800 4800 4800 4800 4800	Indiantown Rd Indiantown Rd Indiantown Rd Indiantown Rd	US-1 US-1 US-1 US-1	1/22/2019 12/6/2016 12/6/2016 12/6/2016	4:30 PM 7:45 AM 12:00 PM 4:30 PM	2776	532 330 383 484	622 303 506 771	45 47 57	υ α 4 ω	104 94 129 59	411 567 359 390	336 169 304 312	0001	507 267 317 432	478 437 446 418	100	4404		146 62 139 112	
4800	Indiantown Rd	US-1	12/6/2016	4:30 PM	2	484	771	52	ω	59	390	312	0	432	418		520		1 112	1 112 480
18801	Investment Ln	Military Tr	3/6/2019	7:45 AM	_	o	1256	248	_	330	853	4	0	_	0		ω		0 135	0 135
18801	Investment Ln	Military Tr	3/6/2019	3:00 PM	_	2	948	177	11	245	1014	2	0	ဖ	ω		တ	6	0	0
18801	Investment Ln	Military Tr	3/6/2019	4:45 PM	2	ω	1096	253	4	262	1348	ω	0	1	o		တ			0 331
18801	Investment Ln	Military Tr	4/26/2016	7:45 AM	_	4	1193	191	ω	279	896	_	0	0	_		S		0	0 120
18801	Investment Ln	Military Tr	4/26/2016	3:00 PM	2	_	1030	137	G	195	1016	o	0	œ	N		4		0	0 185
18801	Investment Ln	Military Tr	4/26/2016	5:00 PM	4	2	1111	226	2	190	1201	2	0	1	4		9		0	0
39100	JFK Dr	Congress Ave	10/3/2017	7:15 AM	0	91	1112	ω	1	0	1161	171	0	141	0		29		0	0 21
39100	JFK Dr	Congress Ave	10/3/2017	12:00 PM	0	95	915	0	19	_	942	111	0	261	0		111		0	0 2
39100	JFK Dr	Congress Ave	10/3/2017	4:45 PM	0	32	1338	0	54	0	1479	73	0	408	0		160		0	0
21500	JFK North/Columbia Med	Congress Ave	9/12/2016	7:30 AM	31	18	990	21	0	9	1012	22	0	1	_		17		0	0
21500	JFK North/Columbia Med	Congress Ave	9/12/2016	12:45 PM	24	7	619	24	2	თ	814	16	_	23	2		15		0	0
21500	JFK North/Columbia Med		9/12/2016	4:30 PM	45	13	912	12	ω	4	1249	14	0	34	2	-	35		0	0 32
64719	Judge Winikoff Rd		5/5/2021	7:45 AM	12	414	1448	0	0	0	1517	68	0	177	0	ω	50		0	0 0
64719	Judge Winikoff Rd	SR 7	5/5/2021	12:30 PM	12	170	1386	_	0	0	1496	60	_	100	0	70	33			0
64719	Judge Winikoff Rd	SR 7	5/5/2021	5:00 PM	15	461	1805	0	0	0	2065	88	0	109	0	28	G		0	0
64719	Judge Winikoff Rd	SR 7	10/23/2017	7:30 AM	12	178	2227	0	0	0	1779	47	0	131	0	48	4		0	0
64719	Judge Winikoff Rd	SR 7	10/23/2017	12:30 PM	36	140	1497	0	ω	0	1506	51	0	73	0	1	77		0	0
64719	Judge Winikoff Rd	SR 7	10/23/2017	5:00 PM	22	432	1939	0	0	0	2351	108	0	82	0	N	39		0	0
6500	Juno Ocean Walk/Juno Bc US-1	3c US-1	4/2/2018	8:00 AM	22	9	605	23	2	თ	1093	20	0	15	0	w	Ö		0	0 21
6500	Juno Ocean Walk/Juno Bc US-1	3c US-1	4/2/2018	4:45 PM	28	79	1483	21	2	14	1016	13	0	3	2	m	4		0	0 82
5100	Jupiter Lakes BI/Summer	Military Tr	5/1/2019	7:15 AM	_	თ	951	243	0	139	974	7	0	15	0		G		_	1 93
5100	Jupiter Lakes Bl/Summer	Military Tr	5/1/2019	2:30 PM	<b>=</b>	თ	1052	124	ω	122	1124	4	0	9	0		ω	3 0	0	0 190
5100	Jupiter Lakes BI/Summer	Military Tr	5/1/2019	4:15 PM	10	9	1110	110	ω	85	945	15	0	O	0		00	8	_	1 250
4900	Jupiter Park Dr	Central BI	1/15/2019	7:15 AM	0	151	837	0	0	0	596	506	0	255	0	-	83	83 0	0	0
4900	Jupiter Park Dr	Central BI	1/15/2019	12:00 PM	_	124	553	0	0	0	455	278	0	328	0	_	22	22 0	0	0
4900	Jupiter Park Dr	Central BI	1/15/2019	4:30 PM	0	163	904	0	0	0	692	244	0	520	0	N	220	20 0	0	0
4900	Jupiter Park Dr	Central BI	8/29/2016	7:15 AM	0	143	867	0	0	0	601	433	_	208	0	~1	4	4 0	4 0 0	74 0 0 0
4900	Jupiter Park Dr	Central BI	8/29/2016	12:00 PM	0	101	423	0	0	0	365	239	0	348	0	9	4	0	0 0	4 0 0 0
4900	Jupiter Park Dr	Central BI	8/29/2016	4:30 PM	0	116	762	0	0	0	766	184	0	505	0	17	o	6	6 0 0	6 0 0 0
62455	Kimberly BI	SR 7	5/11/2021	7:15 AM	0	25	1577	72	0	49	1797	28	0	34	10	5	0	0	0 0 131	0 0 131 4
62455	Kimberly BI	SR 7	5/11/2021	1:00 PM	ω	48	1217	156	16	36	1419	37	0	30	ω	ω	G	0	5 0 138	
62455	Kimberly BI	SR 7	5/11/2021	5:00 PM	တ	93	1687	181	2	20	1911	0.7	0	34	9		43	43 1	43 1 128	43 1 128 35

			0		100	400	0	4.43 FW	3/14/2010		Military IT	Northlake BI	1/300
370 4	370 499 355 735		s 7	396	627 786	232	» 12	12:30 PM	3/14/2016		Military Tr	Northlake BI	17300
				290	812	252	10	7:45 AM	3/14/2016		Military Tr	Northlake Bl	17300
503 10			3	431	778	354	15	4:45 PM	2/15/2018		Military Tr	Northlake BI	17300
536 6	36 636		ω ω	353	540	199	22	12:00 PM	2/15/2018		Military Tr	Northlake Bl	17300
339 7	39 717		9 3	359	792	170	12	7:45 AM	2/15/2018		Military Tr	Northlake BI	17300
434 6			0 9	440	841	432	12	4:45 PM	1/28/2021		Military Tr	Northlake Bl	17300
567 4			5 10	385	515	176	22	12:00 PM	1/28/2021		Military Tr	Northlake Bl	17300
268 4	68 479		0 8	390	681	190	12	7:45 AM	1/28/2021		Military Tr	Northlake Bl	17300
126	26 35		0	37	30	154	0	4:45 PM	9/22/2016	BI	MacArthur Bl	Northlake Bl	17350
		99	0	54	14	205	0	12:00 PM	9/22/2016	В	MacArthur BI	Northlake BI	17350
133	33 6		0	ω	0	N	0	7:45 AM	9/22/2016	В	MacArthur Bl	Northlake Bl	17350
176 4		170	_	34	40	247	0	4:45 PM	4/1/2019	B	MacArthur B	Northlake BI	17350
		160	0	56	47	230	0	12:00 PM	4/1/2019	В	MacArthur Bl	Northlake Bl	17350
		120	0	ω	0	ω	0	7:45 AM	4/1/2019	В	MacArthur BI	Northlake Bl	17350
		160	2 0	242	44	197	_	4:45 PM	10/4/2016	Publix	Keating Dr/Publix	Northlake BI	17324
		126	1 2	371	65	250	_	12:00 PM	10/4/2016	Publix	Keating Dr/Publix	Northlake BI	17324
		133	0	93	17	60	0	7:45 AM	10/4/2016	Publix	Keating Dr/Publix	Northlake Bl	17324
		139	0	183	70	239	_	4:45 PM	4/26/2021	Publix	Keating Dr/Publix	Northlake Bl	17324
		91	0	191	37	191	0	12:15 PM	4/26/2021	Publix	Keating Dr/Publix	Northlake Bl	17324
		122	0	39	7	3	0	7:45 AM	4/26/2021	Publix	Keating Dr/Publix	Northlake BI	17324
		19	0	1	13	62	0	4:45 PM	9/20/2016	Jasmine Dr/Southwind	Jasmine Di	Northlake BI	17425
	27 2	27	0	12	_	48	0	12:15 PM	9/20/2016		Jasmine Dr/Southwind	Northlake BI	17425
		23	0	16	4	57	0	7:45 AM	9/20/2016		Jasmine Dr/Southwind	Northlake BI	17425
		0	0	112	0	4	0	4:45 PM	2/11/2019		Ibis BI	Northlake BI	17265
		0	0	98	0	7	0	7:15 AM	3/28/2019		Ibis BI	Northlake Bl	17265
		502	0	0	0	0	0	4:45 PM	3/10/2016		195 West	Northlake BI	17325
		519	0	0	0	0	0	12:30 PM	3/10/2016		I 95 West	Northlake BI	17325
		670	0	0	0	0	0	7:45 AM	3/10/2016		195 West	Northlake BI	17325
		446	0	0	0	0	0	4:45 PM	2/28/2018		I 95 West	Northlake BI	17325
		557	0	0	0	0	0	12:00 PM	2/28/2018		I 95 West	Northlake BI	17325
	44 0	544	0	0	0	0	0	7:45 AM	2/28/2018		I 95 West	Northlake BI	17325
	42 0	442	0	0	0	0	0	4:45 PM	3/7/2019		195 West	Northlake BI	17325
80 0	90 0	580	0	0	0	0	0	12:00 PM	3/7/2019		I 95 West	Northlake BI	17325
70 (	70 0	570	0	0	0	0	0	7:45 AM	3/7/2019		I 95 West	Northlake BI	17325
SPL SPI	l,	ı					l		0,00	M-0 OINEEL	N-0.0	E-W SINCE	SIGINAL ID

#### TPS DATABASE INFORMATION

- 1	Ink Ana	tysis		
	MA			PM
2	NO/CD	SD ALID	2 11/10	DO /CB

Link Analysis											
Time Period		ΑM			PM						
Direction	2-way	NB/EB	SB/WB	2-way							
Existing Volume	2091	1073	1139	2689	1306	1383					
Peak Volume	2091	1073	1139	2689	1306	1383					
Diversion(%)	0	0	0	0	0	0					
Volume after Diversion	2091	1073	1139	2689	1306	1383					
Committed Developments							Type	% Complete			
Haverhill Road Industrial	4	0	3	4	4	1	NR	65%			
Gables at Northlake	ō	ō	ō	o	o	G	Res	100%			
Parcel 34.01 A	ō	0	a	0	0	0	NR	100%			
Parcel 34.03 C	ō	o	o	o	o	0	NR	100%			
Northlake Square East	0	0	ō	ō	ō	0	NR	100%			
Wal-Mart # 3348	ō	ō	0	0	o	o	NR	100%			
Sierra Bay Apartments	ō	0	ō	D	o	0	Res	100%			
RaceTrac Beeline	27	14	14	27	13	14	NR	0%			
Mediterranea	211	42	169	266	173	93	Res	35%			
City of Westlake	12	6	6	24	7	16	NR	20%			
Home Goods	ō	ō	ō	0	Ď	0	NR	100%			
Zieger Crane	ō	0	ō	ō	0	ō	NR	100%			
Walmart - 45th St	Ď	ō	0	ō	ō	ō	NR	100%			
Palm Beach Outlets	4	2	2	19	10	9	NR	72%			
Sun Coast High School	ò	ō	ñ	0	0	0	NR	100%			
Congress Business Park	19	11	8	31	14	17	NR	45%			
Avenir	6	3	3	8	5	4	Res	0%			
Ball Park of the Palm Beaches	3	0	3	7	3	4	NR	75%			
Altec Riviera Beach	0	o	0	o	0	Ö	NR	100%			
WAWA - Blue Heron & Garden	2	1	1	ž	1	1	NR	95%			
FPt Distrubution Center	ō	ō	ō	ō	ō	0	NR	100%			
Covenant Church	4	2	2	1	ō	1	NR	75%			
Blue Heron Commercial	1	ō	ō	5	3	2	NR	0%			
Carrington Pines	36	28	8	46	16	30	Res	0%			
Grove Park Holding School	62	34	28	21	10	11	NR	0%			
Prime Corner	36	18	19	43	21	22	NR	0%			
Total Committed Developments	427	161	266	504	280	225					
Total Committed Residential	253	73	180	320	194	127					
Total Committed Non-Residential	174	88	86	184	86	98					
Double Count Reduction	35	18	17	37	17	20					
Total Discounted Committed											
Developments	392	143	249	467	263	205					
Historical Growth	85	44	46	109	53	56					
Comm Deve 1% Growth	477	187	295	576	316	261					
Growth Volume Used	477	187	295	576	316	261					
Total Volume	2568	1260	1434	3265	1622	1644					
ratai voiume	2300	1200	1434	3203	1022	1044					
Lanes				LD							
LOS D Capacity	4880	2680	2680	4880	2680	2680					
Link Meets Test 17	YES	YES	YES	YES	YES	YES					
LOS E Capacity	5150	2830	2830	5150	2830	2830					
Link Meets Test 27	YES	YES	YES	YES	YES	YES					

ROAD NAME: N Milhary Tri
CUBRENT YEAR: 2020

ANALYSIS YEAR: 2024

GROWTH RATE: 15

COUNT DATE: 3/10/2020

PSF: 1

Report Created 12/21/2021

	1					
Time Period			PM			
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/NVB
Existing Volume	2091	1073	1139	2689	1306	1383
Peak Volume	2091	1073	1139	2689	1306	1383
Diversion(%)	0	0	0	0	0	0
Malana de Standan	2001	1072	1120	2500	1205	1202

Diversion(%)			100000000000000000000000000000000000000				1	
Volume after Diversion	2091	1073	1139	2689	1306	1383		
							Time	% Complete
Committed Developments Haverhill Road Industrial	4	0	3	4	4	1	NR	65%
	ō	0	0	0	ō	ó	Res	100%
Gables at Northlake	0	0	0	D		0	NR	100%
Parcel 34.01 A	0	0	0	0	0	Đ	HR	100%
Parcel 34.03 C	0	0	0	0	0	0	NR	100%
Northlake Square East	0	0	0	0	0	0	NR	100%
Wal-Mart # 3348	0	0	0	0	0	0	Res	100%
Sierra Bay Apartments	_	-	14	27	13	14	NR	0%
RaceTrac Beeline	27	14	28	177	62	115	Res	35%
Mediterranea	141	113	28 6	24	7	16	NR	20%
City of Westlake	12	0	0	0	ó	10	NR	100%
Home Goods	0	0	0	0	0	0	NR	100%
Zieger Crane	0	0	0	0	0	0	NR.	100%
Walmart - 45th St	0	-	9	-	-	37	NR	72%
Palm Beach Outlets	15	6		76	39 0	0	NR	100%
Sun Coast High School	0	0	0	0	14	17	NR	45%
Congress Business Park	19	11	8	31 8	5	4	Res	0%
Avenir	6	-	3	7	3	4	NR.	75%
Ball Park of the Palm Beaches	3	0	0	0	0	0	NR	100%
Altec Riviera Beach					1	1	NR.	95%
WAWA - Blue Heron & Garden	2	1	1	2	0	0 7	NR NR	100%
FPL Distrubution Center	0	2	2	1	0	1	NR.	75%
Covenant Church	4	_	0	5	3	2	NR NR	0%
Blue Heron Commercial	1	0 28	8	46	16	30	Res	0%
Carrington Pines	36		-	46 21	10	11	NR	0%
Grove Park Holding School	62	34	28			22	NR NR	0%
Prime Corner	36	18	19	43	21 198	275	MK	0%
Total Committed Developments	368	236	132 39	472 231	198 83	149		
Total Committed Residential	183	144	93	241	115	126		
Total Committed Non-Residential	185	92		45	21	25		
Double Count Reduction	37	18	10	45	21	25		
Total Discounted Committed			122	424	177	250		
Developments	331	218	122	424	1//	250		
Historical Growth	85	44	46	109	53	56		
Comm Dev+1% Growth	416	262	168	533	230	306		
Growth Volume Used	416	262	168	533	230	306		
Total Volume	2507	1335	1307	3222	1536	1689		
lanes			6	LD			1	
LOS D Capacity	4880	2680	2680	4880	2680	2680	•	
Link Meets Test 17	YES	YES	YES	YES	YES	YES		
LOS E Capacity	5150	2830	2830	5150	2830	2830		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		
Pitto Illinois . eac e.								

GROWIN	17		COOM	PSF:	1	,,,,		
				rsr:				
		ink Anal	lysis		PLE			
Time Period		MA			HB/EB	E D A1/O		
Direction				2957	1489	1473	1	
Existing Volume								
Peak Volume	2464		1111	2957	1489	1473		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2464	1356	1131	2957	1489	1473		
Committed Developments								% Complete
Gables at Northlake	0	0	0	0	Ð	0	Res	100%
Parcel 34.01 A	0	0	0	0	0	0	NR	100%
Parcel 34.03 C	0	0	0	0	0	0	NR	100%
Borland Center-Midtown	2	1	1	5	2	2	NR	85%
Christ Fellowship	0	0	0	0	0	0	NR	100%
Northlake Commons	0	0	0	0	0	0	NR	100%
Northlake Square East	0	0	0	0	0	0	NR	100%
Wal-Mart # 3348	0	0	0	0	D	0	NR	100%
Sierra Bay Apartments	0	0	0	0	0	0	Res	100%
Legacy Place Commercial	0	0	0	0	0	0	NR	100%
Parcel 5A	58	48	10	54	11	43	NR	0%
RaceTrac Beeline	14	7	7	13	7	7	NR	0%
Mediterranea	123	99	25	155	54	101	Res	35%
City of Westlake	23	12	11	47	14	33	NR	20%
Home Goods	0	0	0	0	0	0	₩R	100%
Palm Beach Gradens Elem.	0	0	0	0	0	0	HR	100%
Walmart - 45th St	0	0	0	0	0	0	NR	100%
Paim Beach Outlets	2	1	1	9	5	5	NR	72%
Northlake Shell	0	0	0	0	0	0	HR	100%
Levy Learning Center	7	4	3	2	1	1	H8	0%
Congress Business Park	25	11	14	40	22	19	NR	45%
Northlake Gardens	5	3	2	9	5	4	HR	55%
Avenir	6	3	3	8	5	4	Res	0%
WAWA - Blue Heron & Garden	2	1	1	2	1	1	HR	95%
Covenant Church	9	5	4	2	1	1	NR	75%
Place of Hope Lane Outreach Center	4	4	1	7	1	6	NR	0%
Northlaxe Medical Professional Office	1	1	0	1	0	1	NR	50%
Trikon Northlake	2	1	1	3	2	1	NR	30%
Grove Park Holding School	74	41	34	25	12	13	NR	0%
Prime Corner	24	12	13	29	14	15	NR	0%
Total Committed Developments	381	254	131	411	157	257		
Total Committed Residential	129	102	28	163	59	105		
Total Committed Non-Residential	252	152	103	248	98	152		
Double Count Reduction	32	26	7	41	15	26		
Total Discounted Committed Developments	349	228	124	370	142	231		
Historical Growth	100	55	45	120	60	60		
Coram Dey+1% Growth	449	283	169	490	202	291		
Growth Volume Used	449	283	169	490	202	291		
Total Volume	2913	1639	1280	3447	1691	1764		
Lanes			6	LD			ŀ	
LOS D Capacity	4880	2940	2940	4880	2940	2940	•	
Link Meets Test 17	YES	YES	YES	YES	YES	YES		
LOS E Capacity	5150	2940	2940	5150	2940	2940		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Report Created 12/21/2021

ROAD NAME: N Matury Tri
CURRENT YARA: 2010 FROM: Midpoint
ANANISS YARA: 2024 TO: Richards Bind
GROWTH PAITE: 1%
COUNTR DATE: 275/2020
FSF: 1
AM PM 
 Limk Analysis

 AM
 PM

 2-way NB/E8
 SR/WB
 2-way NB/E8
 SR/WB

 2464
 1356
 51111
 2957
 1459
 1473

 2464
 1356
 5111
 2957
 1489
 1473

 0
 0
 0
 0
 0

 2464
 1356
 1111
 2957
 1489
 1473

 2464
 1356
 1111
 2957
 1489
 1473

Time Period Direction Existing Volume Peak Volume Diversion(%) Volume after Diversion Committed Developments
Gables at Northalse
Parcel 34.03 C
Boulde Center-Midtown
Christ Fellowship
Northalse Square East
Was-Marin Salas
Siers Bay Apartments
Legacy Flace Commercial
Parcel SA
Researce Seeline
Medierranea
City of Westbale
Home Goods
Parcel SA
Pane Salas
Home S Total Discounted Committed Developments 380 249 135 408 157 255 100 55 45 120 60 60 480 304 180 528 217 315 480 304 180 528 217 315 2944 1660 1291 3485 1706 1788 Historical Growth Comm Dev+1% Growth Growth Volume Used Total Volume

Lanes LOS D Capacity Link Meets Test 17 LOS E Capacity Link Meets Test 27 | 64D | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2940 | 2

#### **BACKGROUND TRAFFIC**

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E-W Street: Blue Heron Blvd W N-S STREET: N Military Trl TIME PERIOD: AM GROWTH RATE: 0.01

input Data COUNT DATE: 12/10/2020 **CURRENT YEAR: 2020** ANALYSIS YEAR: 2024

Report Created 12/21/2021

PSF: 1.03 SIGNAL ID: 20100

SIGNAL ID:	20100													
Intersection Volume Development														
	Eas	tboun			estbo		Northbound				Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	95	820	8	391	598	292	68	974	287	324	604	114		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	98	845	8	403	616	301	70	1003	296	334	622	117		
Committed Developments													Type	% Complete
City of Westlake	0	6	6	0	6	6	6	6	0	6	6	0	NR	20%
Prime Corner	0	0	2	4	0	0	2	18	3	0	19	0	NR	0%
Haverhill Road Industrial	0	3	0	0	20	0	4	0	0	0	0	4	NR	65%
Avenir	0	45	9	0	48	3	10	3	0	3	3	0	Res	0%
Ball Park of the Palm Beaches	0	0	1	2	0	0	0	1	0	0	3	0	NR	75%
Congress Business Park	3	3	0	1	2	0	0	2	2	0	1	2	NR	45%
WAWA - Blue Heron & Garden	0	2	0	1	2	1	0	0	1	1	0	0	NR	95%
Mediterranea	1	0	0	0	0	21	0	20	0	85	79	6	Res	35%
RaceTrac Beeline	0	0	10	14	0	0	10	14	14	0	14	0	NR	0%
Palm Beach Outlets	0	3	2	0	2	2	2	2	0	2	2	0	NR	72%
Carrington Pines	1	1	0	5	0	0	0	28	20	0	8	0	Res	0%
Total Committed Developments	5	63	30	27	80	33	34	94	40	97	135	12		
Total Committed Residential	2	46	9	5	48	24	10	51	20	88	90	6		
Total Committed Non-Residential	3	17	21	22	32	9	24	43	20	9	45	6		
Double Count Reduction	1	3	2	1	6	2	3	9	4	2	9	1		
Total Discounted Committed	4	60	28	26	74	31	31	85	36	95	126	11		
Historical Growth	4	34	0	16	25	12	3	41	12	14	25	5		
Comm Dev+1% Growth	8	94	28	42	99	43	34	126	48	109	151	16		
Growth Volume Used	8	94	28	42	99	43	34	126	48	109	151	16		
Total Volume	106	939	36	445	715	344	104	1129	344	443	773	133		

Input Data

E-W Street: Blue Heron Blvd W N-S STREET: N Military Trl TIME PERIOD: PM

COUNT DATE: 12/10/2020 CURRENT YEAR: 2020 ANALYSIS YEAR: 2024 PSF: 1.03

Report Created 12/21/2021

GROWTH RATE: 0.01

SIGNAL ID: 20100

section Volume Development

Intersection Volume Development														
	Ea:	stbound	1	W	estbo	und	N	orthbo	und		Southbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	89	582	8	460	728	195	26	743	246	370	762	173		
Diversions ·	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	92	599	8	474	750	201	27	765	253	381	785	178		
Committed Developments													Type	% Complete
City of Westlake	0	16	16	0	7	7	7	7	0	16	16	0	NR	20%
Prime Corner	0	0	3	4	0	0	3	22	4	0	22	0	NR	0%
Haverhill Road Industrial	4	22	4	0	4	0	1	0	0	0	0	1	NR	65%
Avenir	0	54	11	0	69	5	14	5	0	3	3	0	Res	0%
Ball Park of the Palm Beaches	0	0	1	3	0	0	0	3	2	0	4	0	NR	75%
Blue Heron Commercial	0	0	0	3	0	3	0	0	2	2	0	0	NR	0%
Congress Business Park	4	4	0	2	5	0	0	2	2	0	2	5	NR	45%
WAWA - Blue Heron & Garden	0	2	0	1	1	1	0	0	1	1	0	0	NR	95%
Mediterranea	6	0	0	0	0	86	0	81	0	46	44	3	Res	35%
RaceTrac Beeline	0	0	10	14	0	0	10	13	13	0	14	0	NR	0%
Palm Beach Outlets	0	14	9	0	15	10	10	10	0	9	9	0	NR	72%
Carrington Pines	1	1	0	21	1	0	0	16	11	0	30	1	Res	0%
Total Committed Developments	15	113	54	48	102	112	45	159	35	77	144	10		
Total Committed Residential	7	55	11	21	70	91	14	102	11	49	77	4		
Total Committed Non-Residential	8	58	43	27	32	21	31	57	24	28	67	6		
Double Count Reduction	2	12	3	5	6	4	4	11	3	6	13	1		
Total Discounted Committed	13	101	51	43	96	108	41	148	32	71	131	9	Š	
Historical Growth	4	24	0	19	30	8	1	31	10	15	32	7		
Comm Dev+1% Growth	17	125	51	62	126	116	42	179	42	86	163	16		
Growth Volume Used	17	125	51	62	126	116	42	179	42	86	163	16		
Total Volume	109	724	59	536	876	317	69	944	295	467	948	194		

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12/21/2021

12/21/2021

Input Data

E-W Street: Investment Ln COUNT DATE: 3/6/2019
N-S STREET: N Military Trl CURRENT YEAR: 2019

TIME PERIOD: AM ANALYSIS YEAR: 2024 GROWTH RATE: 1.00% PSF: 1

SIGNAL ID: 18801

Intersection Volume Development

	E	astbou			estbo	und		orthbo			Southboun			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	1	0	3	135	2	216	7	1256	248	331	853	4		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	1	0	3	135	2	216	7	1256	248	331	853	4		
Committed Developments													Type	% Complete
City of Westlake	0	0	0	0	0	0	0	7	0	0	7	0	NR	15%
Prime Corner	0	0	0	7	0	0	0	13	6	0	13	0	NR	0%
Avenir	0	0	0	0	0	0	0	4	0	0	3	0	Res	0%
Covenant Church	0	0	0	0	0	1	0	2	0	1	2	0	NR	75%
Congress Business Park	0	0	0	8	0	11	0	0	11	14	0	0	NR	45%
WAWA - Blue Heron & Garden	0	0	0	0	0	1	0	1	0	1	1	0	NR	95%
Mediterranea	0	0	0	0	0	0	0	114	0	0	29	0	Res	25%
RaceTrac Beeline	0	0	0	0	0	0	0	7	0	0	7	0	NR	0%
Palm Beach Outlets	0	0	0	0	0	1	0	1	0	1	1	0	NR	72%
<b>Total Committed Developments</b>	0	0	0	15	0	14	0	149	17	17	63	0		
Total Committed Residential	0	0	0	0	0	0	0	118	0	0	32	0		
Total Committed Non-Residential	0	0	0	15	0	14	0	31	17	17	31	0		
Double Count Reduction	0	0	0	0	0	0	0	6	0	0	6	0		
Total Discounted Committed	0	0	0	15	0	14	0	143	17	17	57	0		
Historical Growth	0	0	0	7	0	11	0	64	13	17	44	0		
Comm Dev+1% Growth	0	0	0	22	0	25	0	207	30	34	101	0	j	
Growth Volume Used	0	0	0	22	0	25	0	207	30	34	101	0		
Total Volume	1	0	3	157	2	241	7	1463	278	365	954	4		

Input Data

E-W Street: Investment Ln N-S STREET: N Military Trl TIME PERIOD: PM

GROWTH RATE: 1.00% SIGNAL ID: 18801 COUNT DATE: 3/6/2019 CURRENT YEAR: 2019

ANALYSIS YEAR: 2024 PSF: 1

Intersection Volume Development

Intersection Volume Development														
	Eastbound Westbo							orthbo			Southboun	d		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	11	6	6	331	1	437	5	1096	253	266	1348	3		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	.0%	0%	0%		
Peak Season Volume	11	6	6	331	1	437	5	1096	253	266	1348	3		
Committed Developments														% Complete
City of Westlake	0	0	0	0	0	0	0	9	0	0	20	0	NR	15%
Prime Corner	0	0	0	8	0	0	0	15	8	0	15	0	NR	0%
Avenir	0	0	0	0	0	0	0	5	0	0	4	0	Res	0%
Covenant Church	0	0	0	0	0	0	0	1	0	0	1	0	NR	75%
Congress Business Park	0	0	0	17	0	22	0	0	14	19	0	0	NR	45%
WAWA - Blue Heron & Garden	0	0	0	0	0	0	0	1	0	. 1	1	0	NR	95%
Mediterranea	0	0	0	0	0	0	0	62	0	0	116	0	Res	25%
RaceTrac Beeline	0	0	0	0	0	0	0	7	0	0	7	0	NR	0%
Palm Beach Outlets	0	0	0	0	0	5	0	5	0	5	5	0	NR	72%
<b>Total Committed Developments</b>	0	0	0	25	0	27	0	105	22	25	169	0		
Total Committed Residential	0	0	0	0	. 0	0	0	67	0	0	120	0	j.	
<b>Total Committed Non-Residential</b>	0	0	0	25	0	27	0	38	22	25	49	0		
Double Count Reduction	0	0	0	0	0	0	0	8	0	0	10	0		
Total Discounted Committed	0	0	0	25	0	27	0	97	22	25	159	0		
Historical Growth	1	0	0	17	0	22	0	56	13	14	69	0		
Comm Dev+1% Growth	1	0	0	42	0	49	0	153	35	39	228	0		
Growth Volume Used	1	0	0	42	0	49	0	153	35	39	228	0		
Total Volume	12	6	6	373	1	486	5	1249	288	305	1576	3		

F G H I J K C D Е Α Input Data COUNT DATE: 2/15/2018 Report Created E-W Street: Northlake Blvd N-S STREET: N Military Trl CURRENT YEAR: 2018 12/21/2021 TIME PERIOD: AM ANALYSIS YEAR: 2024 GROWTH RATE: 1.00% PSF: 1 SIGNAL ID: 17300

Intersection Volume Development														
	Eastbound Westbound Northbound							und	Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	763	1369	283	389	964	162	182	792	359	342	717	181		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	763	1369	283	389	964	162	182	792	359	342	717	181		
Committed Developments													Type	% Complete
City of Westlake	28	85	19	0	89	0	20	0	0	0	0	30	NR	0%
Borland Center-Midtown	1	0	0	0	0	0	0	1	0	0	1	1	NR	85%
Avenir	40	96	4	0	102	0	4	0	0	0	0	43	Res	0%
Briger East	13	13	0	8	5	0	0	30	22	0	12	5	NR	35%
Florida Research Park	0	4	0	0	25	0	0	0	0	0	0	0	NR	15%
Indian Trails Grove DRI	0	31	0	0	12	0	0	0	0	0	0	0	Res	0%
Place of Hope Lane Outreach Center	1	2	1	0	12	0	4	0	0	0	0	4	NR	0%
Parcel 5A	38	0	0	0	0	19	0	48	0	4	10	8	NR	0%
Home Goods	2	2	0	2	1	0	0	3	4	0	2	1	NR	40%
Levy Learning Center	9	0	0	0	0	9	0	4	0	6	3	6	NR	0%
Covenant Church	0	10	0	8	8	8	0	0	10	10	0	0	NR	50%
Congress Business Park	0	6	16	0	5	0	12	0	0	0	0	0	NR	30%
Northlake Gardens	0	7	0	2	6	3	0	0	3	4	0	0	NR	55%
Northlake Medical Professional Office	0	4	0	0	1	1	0	0	1	2	0	0	NR	50%
Mediterranea	0	0	4	9	0	0	19	55	37	0	14	0	Res	15%
RaceTrac Beeline	0	0	2	2	0	0	2	7	2	0	7	0	NR	0%
Palm Beach Outlets	0	1	1	0	1	0	1	0	0	0	0	0	NR	72%
Briger West	0	0	0	5	0	0	0	2	1	0	6	0	Res	0%
Total Committed Developments	132	261	47	36	267	40	62	150	80	26	55	98		
Total Committed Residential	40	127	8	14	114	0	23	57	38	0	20	43		
Total Committed Non-Residential	92	134	39	22	153	40	39	93	42	26	35	55		
Double Count Reduction	10	27	2	4	29	0	6	14	8	0	5	11		
Total Discounted Committed	122	234	45	32	238	40	56	136	72	26	-50	87		
Historical Growth	47	84	17	24	59	10	11	49	22	21	44	11		
Comm Dev+1% Growth	169	318	62	56	297	50	67	185	94	47	94	98		
Growth Volume Used	169	318	62	56	297	50	67	185	94	47	94	98		
Total Volume	932	1687	345	445	1261	212	249	977	453	389	811	279		

Input Data COUNT DATE: 2/15/2018

E-W Street: Northlake Blvd N-S STREET: N Military Trl TIME PERIOD: PM

SIGNAL ID: 17300

GROWTH RATE: 1.00%

Growth Volume Used

Total Volume

CURRENT YEAR: 2018 ANALYSIS YEAR: 2024 PSF: 1 Report Created 12/21/2021

Intersection Volume Development Eastbound Westbound Northbound Southbound Left Thru Right Left Thru Right Left Thru Right Left Thru Right Existing Volume 433 1081 200 406 1495 125 369 778 431 506 1098 385 0% 0% Diversions 0% 0% 0% 0% 0% 0% 0% 0% 0% 433 1081 200 406 1495 125 369 778 431 506 385 Peak Season Volume 1098 Type % Complete Committed Developments 0 36 NR 24 0 243 54 0 107 0 0 City of Westlake 81 2 85% 0 Borland Center-Midtown 0 0 0 0 2 0 0 61 Res 0% 5 0 146 0 6 48 114 Avenir 32 14 NR 35% Briger East 23 14 7 ٥ 29 0 0 NR 15% Florida Research Park 0 0 Res 0% Indian Trails Grove DRI 28 Place of Hope Lane Outreach Center 0 0 . 1 NR 0% NR 0% Parcel 5A 0 0 11 43 34 40% 17 11 NR Home Goods 11 11 0 22 11 0 0% NR Levy Learning Center 0 0 0 1 2 50% 0 NR Covenant Church 0 ٥ 2 0 0 NR Congress Business Park 0 8 21 0 25 55% NR 12 0 10 Northlake Gardens NR 50% Northlake Medical Professional Office 0 0 1 37 0 Res 15% 19 Mediterranea RaceTrac Beeline 0 NR 0% 0 0 Palm Beach Outlets 0 0 NR 72% 5 n Res 0% Briger West **Total Committed Developments** 166 477 112 95 352 17 73 92 163 161 Total Committed Residential 48 142 24 41 180 0 16 38 26 61 61 102 100 Total Committed Non-Residential 118 335 88 54 172 17 57 54 41 15 10 34 4 10 15 **Double Count Reduction** 12 36 6 O 154 441 106 85 318 17 69 148 146 **Total Discounted Committed** 24 12 25 92 8 23 Historical Growth 67 27 181 508 118 110 410 25 92 130 87 216 170 Comm Dev+1% Growth

181 508 118 110 410 25 92 130

614 1589 318 516 1905 150 461 908 518 566

87

216

1314

170

555