

### 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.

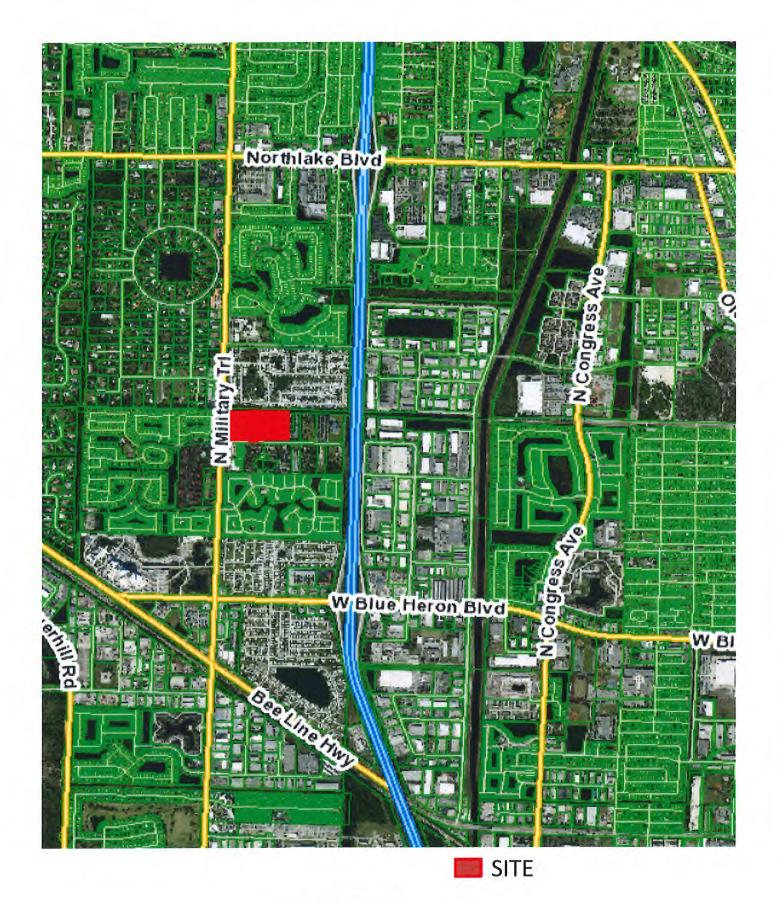


FIGURE 1
PROJECT LOCATION MAP

# 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

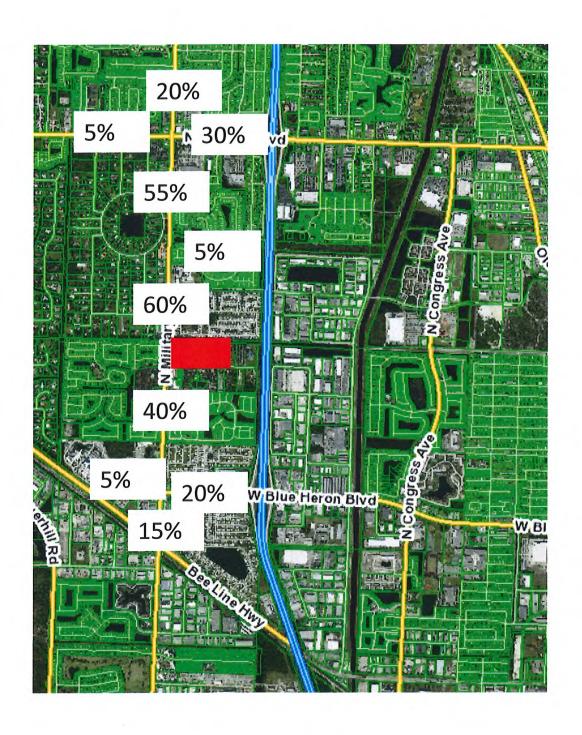
Standards is one mile. The Test 2 maximum radius of influence is also one mile.

#### 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<br>story (Apartment/Condo/TH) | 220  | Dwelling Unit | 7.32                | 0%        | 23/77            | 0.46          | 63/37            | 0.56          |
| Multifamily Mid-Rise Housing 3-10<br>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<br>SOLES | AM PEAK HOUR SIGNIFICANCE ANALYSIS - TEST 1<br>SOLESTE ON THE TRAIL | NALYSIS - TI<br>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          |

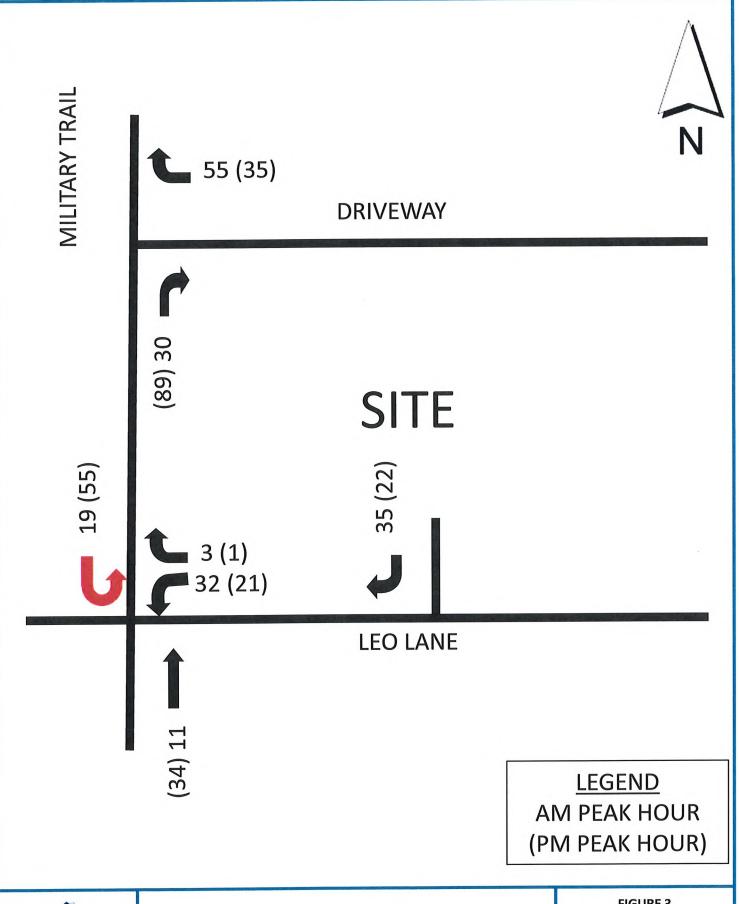
|                 | THE REAL PROPERTY OF THE PROPE |                 |                    | TABLE 3   |                     |         |          |                 |         |             |
|-----------------|--|-----------------|--------------------|---|---------------------|---------|----------|-----------------|---------|-------------|
|                 |  | PM PEAK         | HOUR SIG<br>SOLEST | PM PEAK HOUR SIGNIFICANCE ANALYSIS - TEST 1<br>SOLESTE ON THE TRAIL | VALYSIS - TE<br>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               | 0.00%   | 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<br>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   |

|                              |                 |       |                        |        |        |        | T<br>TEST 1   | TABLE 5<br>TEST 1 - YEAR 2024 |             |      |       |         |                  |       |              |       |
|------------------------------|-----------------|-------|------------------------|--------|--------|--------|---------------|-------------------------------|-------------|------|-------|---------|------------------|-------|--------------|-------|
|                              |                 |       |                        |        |        |        | SOLESTE       | SOLESTE ON THE TRAIL          |             |      |       |         |                  |       |              |       |
|                              |                 |       |                        |        |        |        | PM P          | PM PEAK HOUR                  |             |      |       |         |                  |       |              |       |
|                              |                 |       |                        |        |        |        | 2024          | 2024                          | 2024        | 2024 | 2024  | H.      | PROJECT TRAFFIC  | J     | 2024 TRAFFIC | AFFIC |
| ROADWAY                      |                 |       |                        | 0 SO1  | 2020   | GROWTH | HIST          |                               | 1% HISTORIC | MAX  | TOTAL | %       | INBOUND          | PK HR | TOTAL        | MEETS |
| ٥                            | FROM            | LANES | LANES DIRECTION VOLUME | VOLUME | VOLUME |        | 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 | 25%     | _                | Ξ     | 1815         | YES   |
| INVESTMENT LN                | SITE            | QT9   | NB                     | 2,680  | 1,306  | 1.00%  | 24            | 177                           | 244         | 244  | 1,550 | %09     | 0                | 0     | 1550         | YES   |
|                              | 1               | 9FD   | SB                     | 2,680  | 1,383  | 1.00%  | 22            | 250                           | 321         | 321  | 1,704 | %09     |                  | 12    | 1716         | YES   |
| SITE                         | BLUE HERON BLVD | 919   | NB<br>NB               | 2,680  | 1,306  | 1.00%  | 72            | 263                           | 330         | 330  | 1,636 | 40%     | _                | ∞     | 1644         | YES   |
| !                            |                 | 1 19  | 8                      | 2,680  | 1 383  | 1.34%  | 76            | 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

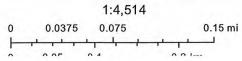
#### **Assessed and Taxable Values**

|       | 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   |

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



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 |

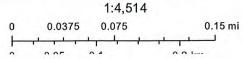
All values are as of January 1st each year

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

| ASSESSED AND TUXUDIC 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   |

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



December 21, 2021

1:4,514 0 0.0375 0.075 0.15 mi

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)

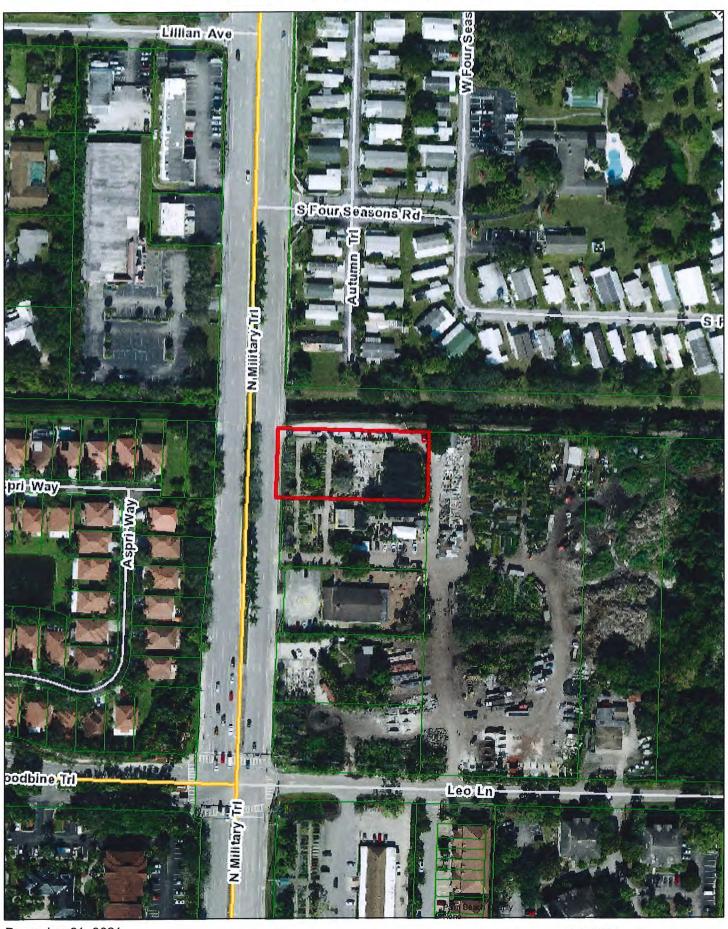
#### **Appraisals**

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

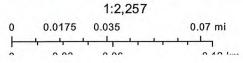
#### All values are as of January 1st each year

#### 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

0.035 0.07 mi 0.0175

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)

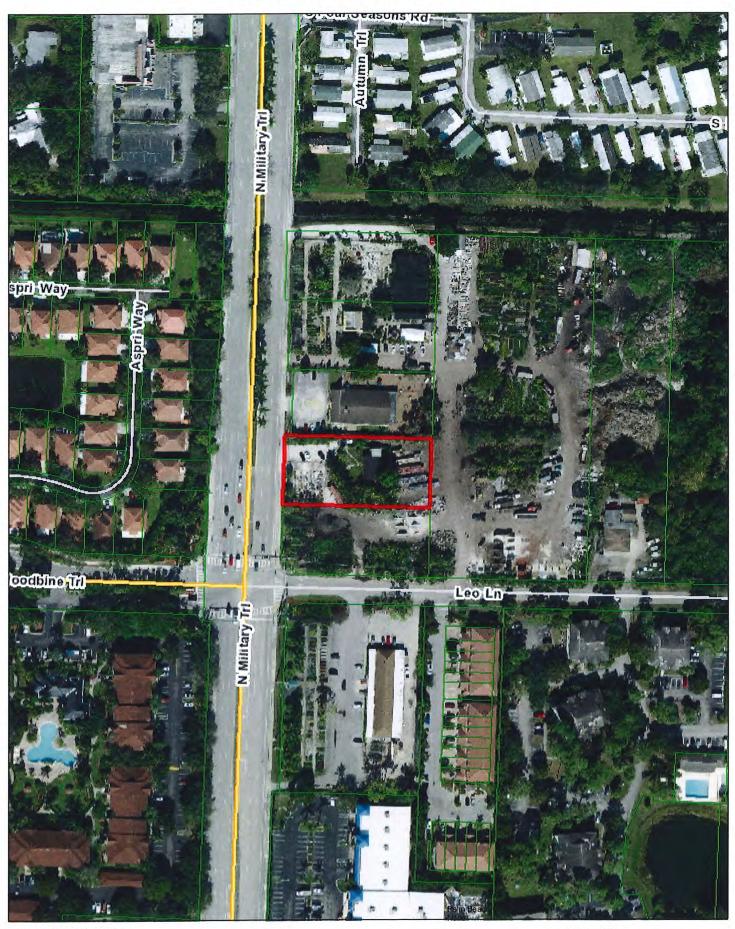
#### **Appraisals**

| 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   |

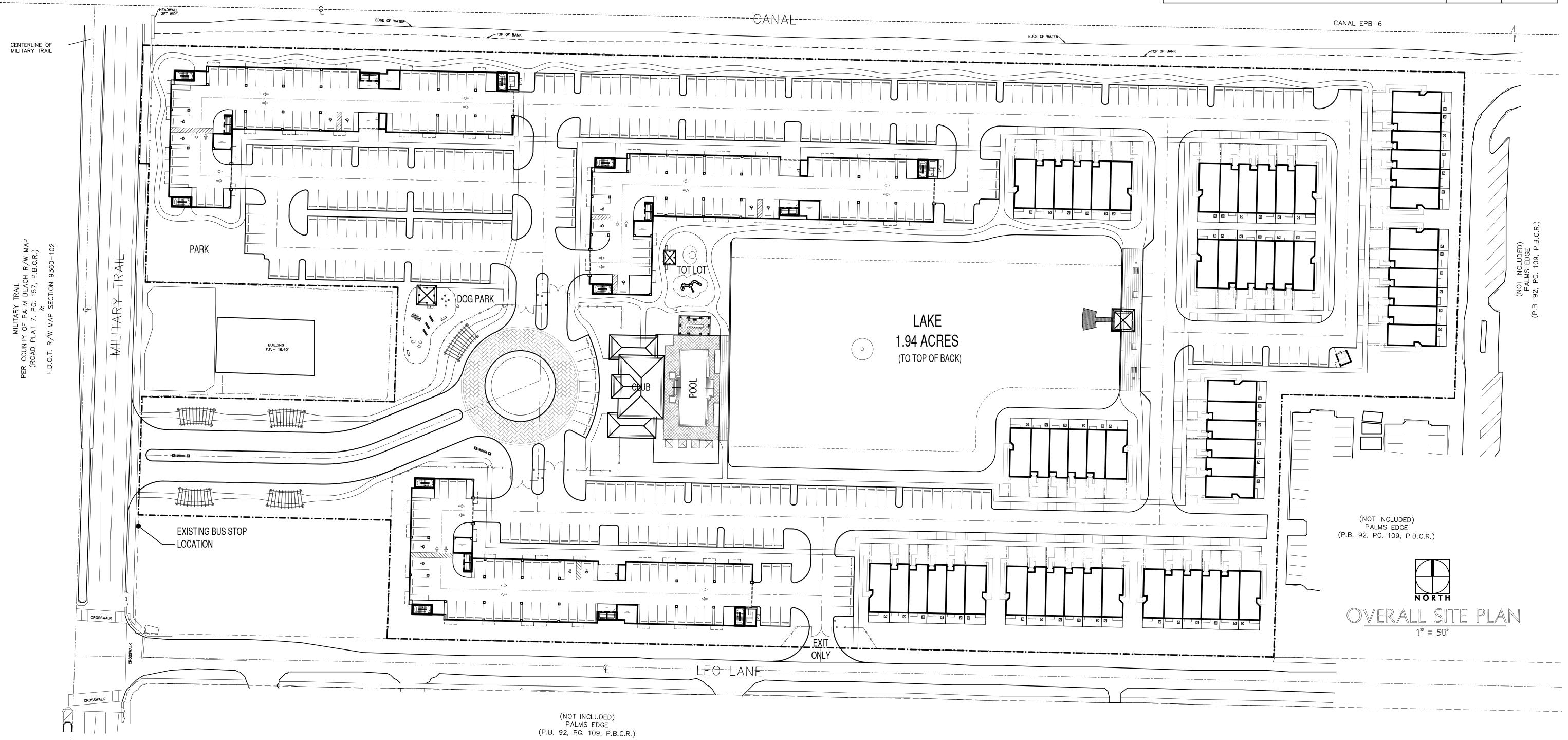


December 21, 2021

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     |



#### PASCUAL PEREZ KILIDDJIAN STARR

& 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 TELEPHONE: (305) 592-1363 FACSIMILE: (305) 592-6865 http://www.ppkarch.com

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REVISIONS:

ESTATE COMPANIES

ESTATE COMPANIES

MULTI-FAMILY
CITY OF RIVIERA BEACH, FLORIDA

SITE PLAN

SITE PLAN

DATE: 2022-0"

SCALE: AS SHOWN

DRAWN:

DRAWN : CHECK BY: JOB NO. :

SP-1

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<br>Committed + 1% Growth   | 3<br>34  | 41<br>126   | 12<br>48   | 14<br>109  | 25<br>151   | 5<br>16                                     | 4<br>8   | 34<br>94   | 0<br>28  | 16<br>42                                       | 25<br>99   | 12<br>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%<br>1  | 0  | 20%<br>15  | 15%<br>9  | 5%<br>4                                     | 5%<br>1  | 0  | 0  | 0  | 0  | 20%<br>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   |
|   |  | Cr  | 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<br>339   | 0  | 223  | 238  | (229)<br>57   |
| Net Per Lane Volume   | 52   | 377   | 61   | 229  | 286<br>38   | 23  | 54<br>SB LT+1                                      |  | 0  |  | 1 230<br>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<br>Peak Season Volume   | 26<br>27   | 743<br>765  | 246<br>253                                       | 370<br>381   | 762<br>785  | 173<br>178                                  | 89<br>92   | 582<br>599   | 8<br>8   | 460<br>474                                     | 728<br>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<br><i>131</i>  | 7<br>9                                      | 13   | 101  | 51   | 19<br>43                                       |  | 201   |
| 1% Traffic Volume Growth  | 1  | 31  | 10   | 7/<br>15   | 131<br>32   | 9<br>7                                      | 13   | 24   | 51<br>0  | 43<br>19                                       | 30<br>96<br>30   | 201<br>8<br>108<br>8  |
| Committed + 1% Growth   | 42   | 31<br>179   | 10<br>42   | 7/<br>15<br>86   | 32<br>163   | 9<br>7<br>16                                | 13<br>4<br>17                                      | 24<br>125  | 51<br>0<br>51                                      | 43<br>19<br>62                                 | 30<br>96<br>30<br>126                                  | 8<br>108<br>8<br>116  |
|   |  | 31  | 10   | 7/<br>15   | 131<br>32   | 9<br>7                                      | 13   | 24   | 51<br>0  | 43<br>19                                       | 30<br>96<br>30<br>126<br>126                           | 8<br>108<br>8<br>116<br>116   |
| Committed + 1% Growth   | 42   | 31<br>179   | 10<br>42   | 7/<br>15<br>86<br>86<br>86                                   | 32<br>163<br>163<br>948   | 9<br>7<br>16<br>16                          | 13<br>4<br>17<br>17<br>109                         | 24<br>125  | 51<br>0<br>51                                      | 43<br>19<br>62                                 | 30<br>96<br>30<br>126                                  | 8<br>108<br>8<br>116<br>116<br>317  |
| Committed + 1% Growth<br>Max (Committed + 1% or Historic Growth)  | 42<br>42   | 31<br>179<br>179<br>944   | 10<br>42<br>42                                   | 7/<br>15<br>86<br>86<br>467<br>OUT                           | 32<br>163<br>163<br>948   | 9<br>7<br>16<br>16<br>194<br>OUT            | 13<br>4<br>17<br>17<br>109<br>IN                   | 24<br>125<br>125   | 5 <i>1</i><br>0<br>51<br>51                        | 43<br>19<br>62<br>62                           | 30<br>96<br>30<br>126<br>126                           | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN                                   |
| Committed + 1% Growth<br>Max (Committed + 1% or Historic Growth)<br>Background Traffic Volumes  | 42<br>42   | 31<br>179<br>179<br>944   | 10<br>42<br>42                                   | 7/<br>15<br>86<br>86<br>86                                   | 32<br>163<br>163<br>948   | 9<br>7<br>16<br>16                          | 13<br>4<br>17<br>17<br>109                         | 24<br>125<br>125   | 5 <i>1</i><br>0<br>51<br>51                        | 43<br>19<br>62<br>62                           | 30<br>96<br>30<br>126<br>126                           | 8<br>108<br>8<br>116<br>116<br>317  |
| Committed + 1% Growth<br>Max (Committed + 1% or Historic Growth)<br>Background Traffic Volumes  | 42<br>42<br>69   | 31<br>179<br>179<br>944<br>IN<br>15%  | 10<br>42<br>42<br>295                            | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%                    | 32<br>163<br>163<br>948<br>OUT<br>15%                                       | 9<br>7<br>16<br>16<br>194<br>OUT<br>5%      | 13<br>4<br>17<br>17<br>109<br>IN<br>5%             | 24<br>125<br>125<br>724  | 51<br>0<br>51<br>51<br>59                          | 19<br>62<br>62<br>536                          | 30<br>96<br>30<br>126<br>126<br>876                    | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%                            |
| Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  | 42<br>42<br>69   | 31<br>179<br>179<br>944<br>IN<br>15%<br>4   | 10<br>42<br>42<br>295                            | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%<br>0               | 32<br>163<br>163<br>948<br>OUT<br>15%<br>0                                  | 9<br>7<br>16<br>16<br>194<br>OUT<br>5%<br>0 | 13<br>4<br>17<br>17<br>109<br>IN<br>5%<br>1        | 24<br>125<br>125<br>724  | 51<br>0<br>51<br>51<br>59                          | 13<br>19<br>62<br>62<br>536                    | 30<br>96<br>30<br>126<br>126<br>876                    | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6                       |
| Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR  | 42<br>42<br>69   | 31<br>179<br>179<br>944<br>IN<br>15%<br>4   | 10<br>42<br>42<br>295<br>0                       | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%<br>0               | 32<br>163<br>163<br>948<br>OUT<br>15%<br>0                                  | 9 7 16 16 16 194 OUT 5% 0                   | 13<br>4<br>17<br>17<br>109<br>IN<br>5%<br>1        | 24<br>125<br>125<br>724  | 51<br>0<br>51<br>51<br>59<br>0                     | 13<br>19<br>62<br>62<br>536                    | 30<br>96<br>30<br>126<br>126<br>876                    | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6                       |
| Committed + 1% Growth Max (Committed + 1% or Historic Growth) Background Traffic Volumes Project Traffic  Total Traffic w/o RTOR  RTOR Reduction  | 42<br>42<br>69<br>0<br>69                                  | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948  | 10<br>42<br>42<br>295<br>0<br>295<br>(60)        | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%<br>0<br>467        | 32<br>163<br>163<br>948<br>OUT<br>15%<br>0                                  | 9 7 16 16 194 OUT 5% 0 194 (60)             | 13<br>4<br>17<br>17<br>109<br>IN<br>5%<br>1        | 24<br>125<br>125<br>724<br>0                                       | 0<br>51<br>51<br>51<br>59<br>0<br>59<br>(10)       | 43<br>19<br>62<br>62<br>536                    | 30<br>96<br>30<br>126<br>126<br>876                    | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6<br>323<br>(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<br>42<br>69<br>0<br>69                                  | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948  | 10<br>42<br>42<br>295<br>0<br>295<br>(60)        | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%<br>0<br>467        | 948 OUT 15% O 948  948  948   | 9 7 16 16 194 OUT 5% 0 194 (60)             | 13<br>4<br>17<br>17<br>109<br>IN<br>5%<br>1        | 24<br>125<br>125<br>724<br>0<br>724                                | 0<br>51<br>51<br>51<br>59<br>0<br>59<br>(10)       | 43<br>19<br>62<br>62<br>536                    | 30<br>96<br>30<br>126<br>126<br>876                    | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6<br>323<br>(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<br>42<br>69<br>0<br>69                                  | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948<br>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<br>4<br>17<br>17<br>109<br>IN<br>5%<br>1<br>110 | 24<br>125<br>125<br>724<br>0<br>724<br>724                         | 0<br>51<br>51<br>51<br>59<br>0<br>59<br>(10)<br>49 | 19 62 62 536 0 536                             | 30<br>96<br>30<br>126<br>126<br>876<br>876             | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6<br>323<br>(60)<br>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<br>42<br>69<br>0<br>69                                  | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948<br>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<br>125<br>125<br>724<br>0<br>724<br>724                         | 51<br>0<br>51<br>51<br>59<br>0<br>59<br>(10)<br>49 | 13<br>19<br>62<br>62<br>536<br>0<br>536        | 30<br>96<br>30<br>126<br>126<br>876<br>0<br>876        | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6<br>323<br>(60)<br>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<br>42<br>69<br>0<br>69<br>69                            | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948<br>Cr<br>3<br>1,252<br>316<br>0        | 10 42 42 295 0 295 (60) 235 itical \ 1 235 (235) | 7/<br>15<br>86<br>86<br>467<br>OUT<br>20%<br>0<br>467<br>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<br>125<br>125<br>724<br>0<br>724<br>724<br>3<br>883<br>290<br>0 | 0<br>51<br>51<br>51<br>59<br>0<br>59<br>(10)<br>49 | 13<br>19<br>62<br>62<br>536<br>0<br>536<br>536 | 30<br>96<br>30<br>126<br>126<br>876<br>0<br>876<br>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 Overlap Reduction Net Per Lane Volume | 42<br>42<br>69<br>0<br>69<br>69<br>2<br>35<br>0<br>35      | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948<br>Cr<br>3<br>1,252<br>316<br>0<br>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<br>125<br>125<br>724<br>0<br>724<br>724<br>3<br>883<br>290<br>0 | 51<br>0<br>51<br>51<br>59<br>0<br>59<br>(10)<br>49 | 13<br>19<br>62<br>62<br>536<br>0<br>536<br>536 | 30<br>96<br>30<br>126<br>126<br>876<br>876<br>876      | 201<br>8<br>108<br>8<br>116<br>116<br>317<br>IN<br>20%<br>6<br>323<br>(60)<br>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<br>42<br>69<br>0<br>69<br>2<br>35<br>0<br>35<br>NB LT + | 31<br>179<br>179<br>944<br>IN<br>15%<br>4<br>948<br>Cr<br>3<br>1,252<br>316<br>0        | 10 42 42 295 0 295 (60) 235 itical \ 1 235 (235) | 7/ 15 86 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<br>51<br>51<br>51<br>59<br>0<br>59<br>(10)<br>49 | 13<br>19<br>62<br>62<br>536<br>0<br>536<br>536 | 30<br>96<br>30<br>126<br>126<br>876<br>0<br>876<br>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<br>207  | 13<br>30  | 17<br>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<br>1138  | BTH=   | <u>PM</u>   | +<br>Peak H   | 165<br>165<br>Hour   | N   | WB LT+                                    | EBTH≈<br>=  | 1,303                                      |   | 4   |   |
| East-West Critical<br>Maximum Critical Sum  | EB LT + W<br>1138  |  |   | +<br>Peak H   | 165<br>lour  |   |   | =   |  |   |   |   |
| East-West Critical<br>Maximum Critical Sum  | EB LT + W<br>1138  | orthbound  |   | +<br>Peak H   | 165<br>lour<br>Southbou  | nd  | EAR                                       | =<br>Eastboun                                       | d  | +   | Westboun  | _   |
| East-West Critical<br>Maximum Critical Sum<br>STATUS ?  | EB LT + W 1138   | orthbound<br>Thru  | RT  | +<br>Peak H   | 165<br>Hour<br>Southbou  | nd<br>RT                                    | EAR LT                                    | =<br>Eastboun                                       | id RT                                      | LT  | Westboun<br>Thru  | R   |
| East-West Critical Maximum Critical Sum STATUS ?  Existing Volume on 03/6/2019  | No   | orthbound<br>Thru<br>1,096   | RT 253  | Peak H  | 165  Hour  Southbou Thru 1,348   | nd<br>RT<br>3                               | EAR LT 11                                 | Eastboun  | d  | +   | Westboun  | R1<br>43  |
| East-West Critical<br>Maximum Critical Sum<br>STATUS ?  | EB LT + W 1138   | orthbound<br>Thru  | RT  | +<br>Peak H   | 165<br>Hour<br>Southbou  | nd<br>RT                                    | EAR LT                                    | =<br>Eastboun                                       | d<br>RT<br>6                               | LT<br>331   | Westboun<br>Thru<br>1                                     | R1<br>43  |
| East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume  | No   | orthbound<br>Thru<br>1,096   | RT 253  | Peak H  | 165  Hour  Southbou Thru 1,348   | nd<br>RT<br>3                               | EAR LT 11                                 | Eastboun  | d<br>RT<br>6                               | LT<br>331   | Westboun<br>Thru<br>1                                     | 43<br>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<br>Thru<br>1,096<br>1,096  | RT 253 253  | +<br>Peak F<br>LT<br>266<br>266                                   | 165  Hour  Southbou Thru 1,348 1,348   | nd<br>RT<br>3                               | LT 11 11                                  | Eastboun Thru 6 6                                   | d<br>RT<br>6<br>6                          | 331<br>331  | Westboun<br>Thru<br>1                                     | 43<br>43  |
| East-West Critical Maximum Critical Sum STATUS?  Existing Volume on 03/6/2019 Peak Season Volume Traffic Volume Growth  | No   | orthbound<br>Thru<br>1,096<br>1,096  | RT 253 253 13   | + Peak F LT 266 266   | 165<br>Hour<br>Southbou<br>Thru<br>1,348<br>1,348  | nd<br>RT<br>3<br>3                          | EAR                                       | Eastboun Thru 6 6                                   | d RT 6 6                                   | 331<br>331<br>37  | Westboun Thru 1 1 0 0                                     | 43<br>43<br>43<br>22<br>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   | +<br>Peak F<br>LT<br>266<br>266<br>14<br>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                                 | d RT 6 6 0 0                               | 17<br>25<br>17  | Westboun Thru 1 1 0 0                                     | 43<br>43<br>43<br>22<br>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                                      | +<br>Peak F<br>LT<br>266<br>266<br>14<br>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<br>25<br>17<br>42  | Westboun Thru 1 1 0 0 0                                   | 43<br>43<br>22<br>27<br>22<br>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   | +<br>Peak F<br>LT<br>266<br>266<br>14<br>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                                 | d RT 6 6 0 0                               | 17<br>25<br>17  | Westboun Thru 1 1 0 0                                     | 43<br>43<br>22<br>27<br>22<br>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 0                                | 17<br>25<br>17<br>42<br>42  | Westboun Thru 1 1 0 0 0 0                                 | 43<br>43<br>43<br>22<br>27<br>22<br>49<br>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                                      | +<br>Peak F<br>LT<br>266<br>266<br>14<br>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<br>25<br>17<br>42  | Westboun Thru 1 1 0 0 0                                   | 43<br>43<br>43<br>22<br>27<br>22<br>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<br>25<br>17<br>42<br>42  | Westboun Thru 1 1 0 0 0 0                                 | 43<br>43<br>43<br>22<br>27<br>22<br>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<br>331<br>331<br>17<br>25<br>17<br>42<br>42<br>373             | Westboun Thru 1 1 0 0 0 0                                 | 43<br>43<br>43<br>22<br>27<br>22<br>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 0 0 0 0 0 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<br>25<br>17<br>42<br>42  | Westboun Thru 1 1 0 0 0 0                                 | 43<br>43<br>43<br>22<br>27<br>22<br>49<br>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<br>27<br>22<br>49<br>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 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%                        | +<br>LT<br>266<br>266<br>266<br>14<br>25<br>14<br>39<br>39<br>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<br>27<br>27<br>48<br>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                  | +<br>LT<br>266<br>266<br>266<br>14<br>25<br>14<br>39<br>39<br>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<br>27<br>22<br>49<br>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                  | +<br>LT<br>266<br>266<br>266<br>14<br>25<br>14<br>39<br>39<br>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<br>43<br>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                  | +<br>LT<br>266<br>266<br>266<br>14<br>25<br>14<br>39<br>39<br>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<br>27<br>22<br>48<br>48<br>0<br>48<br>(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         | +   | 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<br>27<br>22<br>48<br>48<br>0<br>48<br>(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         | +   | 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<br>27<br>22<br>48<br>48<br>0<br>48<br>(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         | +   | 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   | 43<br>43<br>43<br>22<br>27<br>22<br>45<br>48<br>48<br>(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                | 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<br>43<br>43<br>22<br>27<br>22<br>45<br>48<br>48<br>(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<br>Thru<br>1,348<br>1,348<br>69<br>159<br>69<br>228<br>228<br>1,576<br>IN<br>55%<br>15<br>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 0             | 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<br>43<br>22<br>27<br>22<br>45<br>45<br>48<br>(60<br>48<br>48<br>(60<br>42<br>(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 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 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<br>43<br>22<br>27<br>22<br>49<br>48<br>48<br>(60<br>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 1 374             | Westboun Thru 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 801 375 0     | 43<br>43<br>22<br>27<br>22<br>45<br>45<br>48<br>(60<br>48<br>48<br>(60<br>42<br>(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<br>504                                | BTH=  | PM   | +<br>Peak H  | 208  | NN  | DER  | = = = = = = = = = = = = = = = = = = =                 | 712   |   |   |   |
| Maximum Critical Sum   | 504   |   |  | +<br>Peak H  | 208<br>lour  |   |  | =   |   |   |   | 1   |
| Maximum Critical Sum   | 504   | orthbound   |  | +<br>Peak H  | 208<br>lour<br>Southbou  | nd  | DER  | =<br>Eastboun   | d   |   | Westboun  |   |
| Maximum Critical Sum STATUS ?  | 504   | orthbound<br>Thru   | RT   | +<br>Peak H  | 208<br>Our<br>Southbou   | nd<br>RT                                    | DER  | =<br>Eastboun<br>Thru                                 | d<br>RT   | LT  | Westboun<br>Thru  | RT  |
| Maximum Critical Sum STATUS ? STATUS ?   | N: LT 90  | orthbound<br>Thru<br>875  | RT 61                                      | Peak H   | 208 lour Southbou Thru 1,194   | nd<br>RT<br>249                             | DER  LT  92  | Eastboun  | d<br>RT<br>40   | LT<br>43                                    | Westbound   | RT<br>58  |
| Maximum Critical Sum STATUS ? STATUS ? Existing Volume on 1/30/2020  | 504   | orthbound<br>Thru   | RT   | +<br>Peak H  | 208<br>Our<br>Southbou   | nd<br>RT                                    | DER  | =<br>Eastboun<br>Thru                                 | d<br>RT   | LT  | Westboun<br>Thru  | RT  |
| Maximum Critical Sum  STATUS ?  STATUS ?  Existing Volume on 1/30/2020  Peak Season Volume   | N:<br>LT<br>90<br>90                            | orthbound<br>Thru<br>875<br>875   | RT 61 61                                   | + Peak H   | 208 Our Southbou Thru 1,194 1,194  | nd<br>RT<br>249<br>249                      | LT 92 92   | Eastboun Thru 0 0                                     | d RT 40 40  | LT 43 43                                    | Westboun<br>Thru<br>1                                     | 8T<br>58<br>58  |
| MaxImum Critical Sum  STATUS ?  Existing Volume on 1/30/2020 Peak Season Volume  Traffic Volume Growth   | N: LT 90 90 4                                   | orthbound<br>Thru<br>875<br>875<br>875  | RT 61 61 2                                 | + Peak H   | 208 lour Southbou Thru 1,194 1,194 48  | nd<br>RT<br>249<br>249                      | LT 92 92 4   | Eastboun Thru 0 0                                     | d RT 40 40  | LT 43 43 43                                 | Westboun<br>Thru<br>1<br>1                                | 8T<br>58<br>58  |
| Maximum Critical Sum  STATUS ?  STATUS ?  Existing Volume on 1/30/2020  Peak Season Volume   | N: LT 90 90                                     | orthbound<br>Thru<br>875<br>875   | RT 61 61                                   | + Peak H   | 208 Our Southbou Thru 1,194 1,194  | nd<br>RT<br>249<br>249                      | LT 92 92   | Eastboun Thru 0 0                                     | d RT 40 40  | LT 43 43                                    | Westboun<br>Thru<br>1                                     | 8T<br>58<br>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<br>RT<br>249<br>249<br>10<br>0           | LT 92 92 4 0   | Eastboun Thru 0 0                                     | d<br>RT<br>40<br>40                                     | LT 43 43 2 0                                | Westboun Thru 1 1 0 0                                     | 8T<br>58<br>58<br>2<br>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<br>RT<br>249<br>249<br>10<br>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<br>58<br>58<br>2<br>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 4 4                                     | 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<br>RT<br>249<br>249<br>10<br>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<br>58<br>58<br>2<br>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 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<br>58<br>58<br>2<br>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 4 4                                     | 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 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 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<br>58<br>58<br>2<br>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 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  | 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 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<br>RT<br>40<br>40<br>2<br>0<br>2<br>2<br>2<br>2<br>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 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 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<br>RT<br>40<br>40<br>2<br>0<br>2<br>2<br>2<br>2<br>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  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  | 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  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  | 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 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  | 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 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   | 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 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   | N. LT 90 90 4 0 4 4 4 4 94 94 94 94 94 94 94 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  | 10 0 0 259 0 259 1 1 1 259 0 0              | 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  | +    103   103   103   103   104   107   107   108   102   1 | 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 F  LT 103 103 103 4 0 4 4 4 4 107 162 162 162 162 162   | 208    Our   Thru   1,194   1,194   48   250   48   298   298   1,492   1,492   1,492   2 Analys   4 Analys   4 Analys   5 Analys    | 10 0 0 259 0 259 1 1 1 259 0 0              | 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 F  LT 103 103 103 4 0 4 4 4 4 107 162 162 162 162 162   | 208  | 10 0 0 259 0 259 1 1 1 259 0 0              | 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)                       |

## 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<br>185  | 22<br>94   | 21<br>47   | 44<br>94  | 11<br>98  | 169  | 84<br>318  | 17<br>62  | 24<br>56  | 297  | 10<br>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<br>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   | +<br>Peak  | 886<br>Hour   | a   | VER  | =  | 1,412   |   |  |   |
| East-West Critical<br>Maximum Critical Sum<br>STATUS ?   | 526  | orthboun   |  | +<br>Peak  |   |   | VER  |  |   |   | Westboun   | d   |
| Maximum Critical Sum   | 526  |  |  | +<br>Peak  | Hour<br>Southbou<br>Thru  |   | VER  | =  |   | LT  | Westboun<br>Thru   |   |
| Maximum Critical Sum   | 526  | orthboun   | d  | +<br>Peak  | Hour<br>Southbou  | nd  | VER  | =<br>Eastboun  | d   |   |  | d<br>RT<br>125  |
| Maximum Critical Sum STATUS ?  STATUS ?  | 526  | orthboun<br>Thru   | d<br>RT  | +<br>Peak<br>LT  | Hour<br>Southbou<br>Thru  | nd<br>RT  | VER LT   | =<br>Eastboun<br>Thru  | d<br>RT   | LT  | Thru   | RT<br>125   |
| Maximum Critical Sum STATUS ?  STATUS ?  | N<br>LT<br>369   | orthboun<br>Thru<br>778<br>778   | d<br>RT<br>431<br>431  | Peak   | Hour<br>Southbou<br>Thru<br>1,098<br>1,098  | nd<br>RT<br>385<br>385  | LT 433 433   | =<br>Eastboun<br>Thru<br>1,081<br>1,081  | d RT 200 200  | LT<br>406<br>406  | Thru<br>1,495<br>1,495                                   | 125<br>125  |
| Maximum Critical Sum  STATUS 7  STATUS 7  Existing Volume on 2/5/2018  Peak Season Volume  | N<br>LT<br>369   | orthboun<br>Thru<br>778<br>778<br>48   | d<br>RT<br>431<br>431  | + Peak  LT 506 506   | Hour Southbou Thru 1,098 1,098  | nd<br>RT<br>385<br>385  | LT 433 433 27  | =<br>Eastboun<br>Thru<br>1,081<br>1,081  | d RT 200 200 12   | LT<br>406<br>406<br>25  | Thru<br>1,495<br>1,495<br>92                             | 125<br>125<br>125   |
| Maximum Critical Sum  STATUS ?  Existing Volume on 2/5/2018 Peak Season Volume  Traffic Volume Growth  | N LT 369 369   | orthboun<br>Thru<br>778<br>778   | d<br>RT<br>431<br>431  | + Peak LT 506 506  | Hour<br>Southbou<br>Thru<br>1,098<br>1,098  | nd<br>RT<br>385<br>385  | LT 433 433   | =<br>Eastboun<br>Thru<br>1,081<br>1,081  | d RT 200 200  | LT<br>406<br>406  | Thru<br>1,495<br>1,495                                   | 125<br>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<br>RT<br>431<br>431<br>27<br>60  | + Peak  LT 506 506 31 26   | Hour  Southbou  Thru 1,098 1,098 68 148   | nd<br>RT<br>385<br>385<br>24<br>146                             | LT 433 433 27 154  | = Eastboun Thru 1,081 1,081 67 441   | d RT 200 200 12 106                                     | LT<br>406<br>406<br>25<br>85                                  | Thru<br>1,495<br>1,495<br>92<br>318                      | 125<br>125<br>8<br>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<br>RT<br>431<br>431<br>27<br>60  | + Peak  LT 506 506 31 26 31  | Hour  Southbou  Thru  1,098  1,098  68  148   | nd<br>RT<br>385<br>385<br>24<br>146                             | LT 433 433 27 154 27                                     | = Eastboun Thru 1,081 1,081 67 441   | d RT 200 200 12 106 12                                  | LT<br>406<br>406<br>25<br>85                                  | 1,495<br>1,495<br>1,495<br>92<br>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<br>778<br>778<br>48<br>82<br>48<br>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<br>RT<br>385<br>385<br>24<br>1/16<br>24<br>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<br>406<br>406<br>25<br>85<br>25<br>110                     | 1,495<br>1,495<br>1,495<br>92<br>318<br>92<br>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<br>RT<br>431<br>431<br>27<br>60  | + Peak  LT 506 506 31 26 31  | Hour  Southbou  Thru  1,098  1,098  68  148   | nd<br>RT<br>385<br>385<br>24<br>146                             | LT 433 433 27 154 27                                     | = Eastboun Thru 1,081 1,081 67 441   | d RT 200 200 12 106 12                                  | LT<br>406<br>406<br>25<br>85                                  | 1,495<br>1,495<br>1,495<br>92<br>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<br>778<br>778<br>48<br>82<br>48<br>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<br>RT<br>385<br>385<br>24<br>146<br>24<br>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<br>85<br>25<br>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<br>778<br>778<br>48<br>82<br>48<br>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<br>RT<br>385<br>385<br>24<br>1/16<br>24<br>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<br>406<br>406<br>25<br>85<br>25<br>110                     | 1,495<br>1,495<br>1,495<br>92<br>318<br>92<br>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  | 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<br>RT<br>385<br>385<br>24<br>146<br>24<br>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<br>85<br>25<br>110<br>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<br>778<br>778<br>48<br>82<br>48<br>130<br>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<br>RT<br>385<br>385<br>24<br>146<br>24<br>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%  | +<br>Peak<br>LT<br>506<br>506<br>31<br>26<br>31<br>57<br>57<br>57                            | Hour  Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20%                                      | nd<br>RT<br>385<br>385<br>24<br>1/16<br>24<br>170<br>170<br>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<br>85<br>25<br>110<br>110<br>516<br>IN<br>30%              | 1,495<br>1,495<br>1,495<br>92<br>318<br>92<br>410<br>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<br>778<br>778<br>48<br>82<br>48<br>130<br>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<br>RT<br>385<br>385<br>24<br>146<br>24<br>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  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%  | +<br>Peak<br>LT<br>506<br>506<br>31<br>26<br>31<br>57<br>57<br>57                            | Hour  Southbou Thru 1,098 1,098 68 148 68 216 216 1,314 IN 20%                                      | nd<br>RT<br>385<br>385<br>24<br>1/16<br>24<br>170<br>170<br>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<br>85<br>25<br>110<br>110<br>516<br>IN<br>30%              | 1,495<br>1,495<br>1,495<br>92<br>318<br>92<br>410<br>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  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<br>RT<br>385<br>385<br>24<br>146<br>24<br>170<br>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<br>85<br>25<br>110<br>110<br>516<br>IN<br>30%<br>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<br>RT<br>385<br>385<br>24<br>146<br>24<br>170<br>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<br>85<br>25<br>110<br>110<br>516<br>IN<br>30%<br>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<br>85<br>25<br>110<br>110<br>516<br>IN<br>30%<br>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 69 23 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                         | 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 69 23 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 \$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                                | 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 69 23 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 \$555 (60) 495       | LT 433 433 27 154 27 181 181 614                         | 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 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                                | 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 12 118 118 318 1N 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 12 118 118 318 1N 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 E | EBU E | EBL E | EBT E | EBR W | WBU W | WBL W | WBT WBR | R TOTAL | Z    |
|-----------|--------------------|-------------------|------------|----------|-----|-----|------|-----|-----|-----|------|-------|-------|-------|-------|-------|-------|-------|---------|---------|------|
| , 19180   | Woodbine Tr/Leo Ln | Military Tr       | 1/30/2020  | 7:45 AM  | 0   | 40  | 1058 | 20  | 0   | 20  | 808  | 11    | 0     | 200   | 0     | 113   |       |       |         |         | 2375 |
| 19180     | Woodbine Tr/Leo Ln | Military Tr       | 1/30/2020  | 4:45 PM  | 4   | 98  | 975  | 61  | 44  | 29  | 1194 | 249   | -     | 92    |       | 40    |       |       | 1 58    | .,      | 8067 |
| 47500     | Woolbright Rd      | Congress Ave      | 3/11/2019  | 7:30 AM  | 12  | 162 | 487  | 322 | 4   | 271 | 1148 | 71    |       | 237   |       | 387   |       | 497 6 | 673 66  |         | 5123 |
| 47500     | Woolbright Rd      | Congress Ave      | 3/11/2019  | 12:00 PM | 39  | 178 | 869  | 383 | 00  | 221 | 640  | 47    | 13    | 150 7 |       | 174   | 0     |       | 514 135 |         | 00   |
| 47500     | Woolbright Rd      | Congress Ave      | 3/11/2019  | 4:45 PM  | 19  | 346 | 1195 | 457 | 4   | 182 | 289  | 45    |       |       |       | 181   |       |       |         |         | 22   |
| 47500     | Woolbright Rd      | Congress Ave      | 3/6/2017   | 7:45 AM  | 28  | 113 | 589  | 364 | 2   | 203 | 696  | 81    |       |       |       | 200   |       |       |         |         | 93   |
| 47500     | Woolbright Rd      | Congress Ave      | 3/6/2017   | 12:00 PM | 45  | 164 | 981  | 403 | o   | 233 | 807  | 122   | 16    |       |       | 142   |       |       |         |         | 4815 |
| 47500     | Woolbright Rd      | Congress Ave      | 3/6/2017   | 4:45 PM  | 28  | 364 | 1159 | 412 | თ   | 196 | 811  | 125   |       | 150   |       | 158   |       | 120   |         |         | 15   |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/6/2019   | 7:30 AM  | 0   | 42  | 48   | 113 | 0   | 163 | 114  | 32    |       |       |       | 29    |       |       | 570 39  |         | 91   |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/6/2019   | 12:00 PM | 0   | 105 | 86   | 151 | 0   | 42  | 115  | 44    |       |       |       | 89    |       |       |         |         | 2038 |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/6/2019   | 4:30 PM  | 0   | 89  | 137  | 159 | 0   | 22  | 06   | 23    | -     |       |       | 29    | -     |       |         |         | 2481 |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/30/2017  | 8:00 AM  | 0   | 19  | 46   | 98  | 0   | 114 | 66   | 51    |       |       | 999   | 20    |       |       | 579 36  |         | 16   |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/30/2017  | 12:00 PM | 0   | 100 | 87   | 140 | 0   | 09  | 85   | 47    |       |       |       | 88    | 0     |       |         |         | 88   |
| 47475     | Woolbright Rd      | El Clair Ranch Rd | 3/30/2017  | 4:30 PM  | 0   | 62  | 106  | 138 | 0   | 09  | 80   | 40    |       |       |       | 53    | _     | 147 8 | 816 12  |         | 121  |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 1/8/2019   | 7:30 AM  | 0   | 28  | 291  | 91  | 0   | 301 | 493  | 64    |       |       | 125   | 78    | _     |       |         |         | 170  |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 1/8/2019   | 12:00 PM | 0   | 13  | 444  | 189 | 0   | 200 | 390  | 36    |       |       |       | 18    | 22    |       |         |         | 75   |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 1/8/2019   | 4:45 PM  | 0   | 39  | 492  | 159 | 0   | 238 | 401  | 106   |       |       | 45    | 10    |       |       |         |         | 503  |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 4/4/2017   | 7:30 AM  | 0   | 13  | 275  | 116 | 0   | 275 | 510  | 52    |       |       | 133   | 92    | 0     |       | 22 208  |         | 946  |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 4/4/2017   | 12:00 PM | 0   | 21  | 398  | 178 | 0   | 199 | 379  | 35    |       |       | 31    | 19    | -     |       |         |         | .55  |
| 46500     | Woolbright Rd      | Hagen Ranch Rd    | 4/4/2017   | 4:45 PM  | 0   | 43  | 493  | 169 | 0   | 257 | 356  | 88    | 0     | 26    |       | 24    |       |       |         |         | 84   |
| 47550     | Woolbright Rd      | l 95 East         | 11/16/2020 | 7:45 AM  | 0   | 330 | 0    | 307 | 0   | 0   | 0    | 0     |       |       |       | 0     |       |       |         |         | 999  |
| 47550     | Woolbright Rd      | I 95 East         | 11/16/2020 | 12:00 PM | 0   | 332 | 0    | 266 | 0   | 0   | 0    | 0     |       | 462 1 |       | 0     |       |       | 620 403 |         | 25   |
| 47550     | Woolbright Rd      | l 95 East         | 11/16/2020 | 4:45 PM  | 0   | 465 | 0    | 375 | 0   | 0   | 0    | 0     |       |       | 1319  | 0     | 0     | 0     |         |         | 4461 |
| 47550     | Woolbright Rd      | l 95 East         | 3/29/2017  | 7:45 AM  | 0   | 354 | 0    | 284 | 0   | 0   | 0    | 0     | 0     |       |       | 0     |       |       |         |         | 29   |
| 47550     | Woolbright Rd      | I 95 East         | 3/29/2017  | 12:00 PM | 0   | 351 | 0    | 227 | 0   | 0   | 0    | 0     | 0     |       |       | 0     | 0     |       |         |         | 946  |
| 47550     | Woolbright Rd      | l 95 East         | 3/29/2017  | 4:45 PM  | 0   | 495 | 0    | 331 | 0   | 0   | 0    | 0     | 0     |       | 1152  | 0     | -     |       |         |         | 808  |
| 47550     | Woolbright Rd      | l 95 East         | 3/30/2016  | 7:45 AM  | 0   | 330 | 0    | 239 | 0   | 0   | 0    | 0     | 0     |       |       | 0     | 0     |       |         |         | 600  |
| 47550     | Woolbright Rd      | l 95 East         | 3/30/2016  | 12:15 PM | 0   | 414 | 0    | 264 | 0   | 0   | 0    | 0     | 0     | 549 1 |       | 0     | 0     |       |         |         | 187  |
| 47550     | Woolbright Rd      | l 95 East         | 3/30/2016  | 4:45 PM  | 0   | 809 | 0    | 401 | 0   | 0   | 0    | 0     | 0     |       |       | 0     | 0     |       | 952 609 |         | 84   |
| 47550     | Woolbright Rd      | I 95 West         | 11/16/2020 | 7:45 AM  | 0   | 0   | 0    | 0   | 0   | 532 | 0    | 672   | 0     |       | 413   | 555   | 0     |       |         |         | 187  |
| 47550     | Woolbright Rd      | I 95 West         | 11/16/2020 | 12:00 PM | 0   | 0   | 0    | 0   | 0   | 402 | 0    | 449   | 0     |       |       | 353   | 0     |       | 0 886   |         | 3494 |
| 47550     | Woolbright Rd      | I 95 West         | 11/16/2020 | 4:45 PM  | 0   | 0   | 0    | 0   | 0   | 909 | -    | 647   | 0     |       |       | 374   | 0     |       | ~       |         | 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     | ,     | _     | 367   | 0     |       |         |         | 3807 |
| 47550     | Woolbright Rd      | I 95 West         | 3/29/2017  | 4:45 PM  | 0   | 0   | 0    | 0   | 0   | 515 | 0    | 518   | 0     | •     | 1310  | 348   | 0     |       | 1250 0  |         | 4216 |
| 47550     | Woolbright Rd      | I 95 West         | 3/30/2016  | 7:45 AM  | 0   | 0   | 0    | 0   | 0   | 674 | 0    | 029   | 0     |       | 1109  | 945   | -     | 386 8 | ) 258   | 4       | 4342 |
|           |                    |                   |            |          |     |     |      |     |     |     |      |       |       |       |       |       |       |       |         |         | 1    |

Monday, June 7, 2021

| SIGNAL ID | D E-W STREET  | N-S STREET         | DATE       | TIME     | NBU | NBL | NBT | NBR  | SBU | SBL  | SBT ( | SBR E | EBU E | EBL E | EBT EI | EBR W | WBU WBI | 3L WBT    | T WBR  | R TOTAL | A   |
|-----------|---------------|--------------------|------------|----------|-----|-----|-----|------|-----|------|-------|-------|-------|-------|--------|-------|---------|-----------|--------|---------|-----|
| 20176     | Blue Heron Bl | Congress Ave       | 10/26/2020 | 12:00 PM | 0   | 152 | 362 | 123  | თ   | 126  | 294   | 262   |       |       | 1 96 1 | . 971 | 10 12   | 122 773   |        |         | 9   |
| 20176     | Blue Heron Bl | Congress Ave       | 10/26/2020 | 4:30 PM  | 0   | 234 | 438 | 170  | တ   | 141  | 342   | 369   |       | 553 9 | 946 1  | 194   | 6 173   | 3 1293    | 3 151  |         | 4   |
| 20176     | Blue Heron Bl | Congress Ave       | 11/27/2017 | 7:30 AM  | 0   | 244 | 490 | 133  | 13  | 148  | 343   |       |       |       | 1942 1 | 160   | 1 124   |           | 3 86   |         | 9   |
| 20176     | Blue Heron Bl | Congress Ave       | 11/27/2017 | 12:00 PM | m   | 168 | 427 | 81   | 28  | 134  | 297   | 313   | 9 2   |       | 1139 7 | 75    | 0 16    | 163 738   | 3 214  |         | 22  |
| 20176     | Blue Heron Bl | Congress Ave       | 11/27/2017 | 4:30 PM  | 7   | 213 | 702 | 127  | 33  | 191  | 497   | 397   |       |       |        | 85    | 4 201   | 1504      | _      |         | 9   |
| 20175     | Blue Heron Bl | Garden Rd          | 9/23/2019  | 7:30 AM  | 0   | 184 | 66  | 75   | 0   | 43   | 104   | 165   | 26 1  |       | 1945 2 | 208   | 0 13    | 135 1323  | ~      |         | Ŋ   |
| 20175     | Blue Heron Bl | Garden Rd          | 9/23/2019  | 12:15 PM | 0   | 154 | 78  | 74   | 0   | 82   | 101   | 155 2 | 23    | 91 9  |        | 93    | 0 137   | 1079      | 9 71   |         | 25  |
| 20175     | Blue Heron Bl | Garden Rd          | 9/23/2019  | 4:30 PM  | 0   | 198 | 7   | 92   | 0   | 85   | 117   |       |       |       |        | 111   | 0 128   |           |        |         | 6   |
| 20175     | Blue Heron Bl | Garden Rd          | 10/20/2016 | 7:45 AM  | 0   | 93  | 88  | 34   | 2   | 78   | 80    |       | 21 2  |       | 1811 1 | 42    | 1 5     | •         |        |         | 오   |
| 20175     | Blue Heron Bl | Garden Rd          | 10/19/2016 | 12:15 PM | 0   | 109 | 75  | 36   | 0   | 78   | 71    |       |       |       |        | 86    | 1 62    | •         |        | 3281    | 7   |
| 20175     | Blue Heron Bl | Garden Rd          | 10/19/2016 | 4:30 PM  | 0   | 176 | 104 | 30   | 0   | 103  | 85    |       | _     |       | 1517   | 0,    | 0 5     |           |        | ĕ       | 33  |
| 20150     | Blue Heron Bl | l 95 East          | 3/10/2020  | 7:30 AM  | ~   | 582 | 0   | 1243 | 0   | 0    | 0     |       | 4     | Š     | 1367   | 0     |         |           |        |         | 33  |
| 20150     | Blue Heron Bl | l 95 East          | 3/10/2020  | 12:00 PM | 0   | 498 | 0   | 208  | 0   | 0    | 0     |       |       |       | 855    | 0     | 0       | 1276      | 6 430  |         | 2   |
| 20150     | Blue Heron Bl | l 95 East          | 3/10/2020  | 4:30 PM  | 0   | 620 | 0   | 853  | 0   | 0    | 0     |       |       |       | 1084   | 0     | 0       |           | 8 821  | 1 6176  | 9.  |
| 20150     | Blue Heron Bl | l 95 East          | 11/30/2017 | 7:30 AM  | 0   | 589 | ო   | 1208 | 0   | 0    | 0     | 0     | 0     |       | 1384   | 0     | 0       | 1758      | 8 531  |         | 2   |
| 20150     | Blue Heron Bl | l 95 East          | 11/30/2017 | 12:00 PM | 0   | 380 | 0   | 638  | 0   | 15   | 0     | 18    |       |       | 919    | 0     | 0       |           | 0 498  |         | 0.  |
| 20150     | Blue Heron Bl | l 95 East          | 11/30/2017 | 4:30 PM  | 0   | 603 | 0   | 854  | 0   | 0    | 0     | 0     |       | 397 8 | 898    | 0     | 0       |           | 1 810  |         | 2   |
| 20150     | Blue Heron Bl | l 95 East          | 1/21/2016  | 7:30 AM  | 0   | 711 | 0   | 1276 | 0   | 0    | 0     |       |       |       | 1353   | 0     | 0       |           | 2 404  |         | 88  |
| 20150     | Blue Heron Bl | l 95 East          | 1/21/2016  | 4:30 PM  | 0   | 750 | 0   | 780  | 0   | 0    | 0     |       |       |       | 988    | 0     | 0       | 100       | 13 791 |         | 12  |
| 20150     | Blue Heron Bl | I 95 West          | 3/10/2020  | 7:30 AM  | 0   | 0   | 0   | 0    | 0   | 794  | 0     |       | 0     | 0     |        | 693   | 5 857   |           |        | 4755    | 35  |
| 20150     | Blue Heron BI | I 95 West          | 3/10/2020  | 12:00 PM | 0   | 0   | 0   | 0    | 0   | 365  | 0     |       |       |       |        | 441   | 5 79    | 795 979   |        |         | 22  |
| 20150     | Blue Heron Bl | I 95 West          | 3/10/2020  | 4:30 PM  | 0   | 0   | 0   | 0    | 0   | 515  | 0     |       |       |       |        | 663   | 0 13    | 1388 1600 |        |         | 9   |
| 20150     | Blue Heron Bl | I 95 West          | 11/30/2017 | 7:30 AM  | 0   | 0   | 0   | 0    | 0   | 1004 | 0     | 518   |       |       | 991 7  | 725   | 0 1054  | 54 1272   | 2 0    |         | 7.  |
| 20150     | Blue Heron Bl | I 95 West          | 11/30/2017 | 12:00 PM | 0   | 0   | 0   | 0    | 0   | 341  | 0     |       |       |       |        | 397   | 0 57    | 574 970   |        |         | 80  |
| 20150     | Blue Heron Bl | l 95 West          | 11/30/2017 | 4:30 PM  | 0   | 0   | 0   | 0    | 0   | 490  | 0     |       |       |       |        | 645   | 0 13    | 70 1599   |        |         | 37  |
| 20150     | Blue Heron Bl | I 95 West          | 1/21/2016  | 7:30 AM  | 0   | 0   | 0   | 0    | 0   | 692  | 0     |       | 13    |       |        | 989   | 15 97   | 979 1164  |        | 4751    | 7.0 |
| 20150     | Blue Heron Bl | I 95 West          | 1/21/2016  | 4:30 PM  | 0   | 0   | 0   | 0    | 0   | 349  | 0     | 208   |       |       | 871 4  | 475   | 0 13    | 1350 1467 |        | 4720    | 07  |
| 20300     | Blue Heron Bl | Lake Dr            | 9/26/2016  | 7:45 AM  | 0   | 119 | 0   | 11   | 0   | -    | 0     | 25    |       |       | 504 1  | 122   | 1 1     | 11 357    |        |         | 7   |
| 20300     | Blue Heron Bl | Lake Dr            | 9/26/2016  | 12:15 PM | 0   | 110 | Ŋ   | 17   | 0   | 2    | ო     | 26    |       |       |        | 122   | 8       | 16 444    |        | 1197    | 16  |
| 20300     | Blue Heron Bl | Lake Dr            | 9/26/2016  | 3:30 PM  | 0   | 149 | o   | 22   | 0   | 7    | 2     | 40    |       |       |        | 139   | 1       | 9 228     |        |         | Ξ.  |
| 20280     | Blue Heron Bl | Lakeshore Dr/Ave A | 11/14/2017 | 8:00 AM  | 0   | e   | 2   | o    | 0   | 45   | 4     | 85    | 0     |       | 969    | 7     | 2 1     |           | 7 51   |         | 91  |
| 20280     | Blue Heron Bl | Lakeshore Dr/Ave A | 11/14/2017 | 12:00 PM | 0   | 11  | 2   | 18   | 0   | 79   | 9     | 80    |       |       | 581    | 17    | 11 2    | 22 581    |        |         | 98  |
| 20280     | Blue Heron Bl | Lakeshore Dr/Ave A | 11/14/2017 | 4:30 PM  | 0   | 2   | 4   | 12   | 0   | 82   | 16    | 88    | 0     |       | 299    | 21    |         | 25 636    |        | 9 1752  | 22  |
| 20100     | Blue Heron Bl | Military Tr        | 12/10/2020 | 7:30 AM  | 16  | 52  | 974 | 287  | 11  | 313  | 604   | 114   | 0     |       | 820    | 00    | 2 38    | 389 598   | 8 292  | 2 4575  | 22  |
| 20100     | Blue Heron Bl | Military Tr        | 12/10/2020 | 12:00 PM | 13  | 15  | 585 | 165  | 7   | 306  | 447   | 87    | _     | 103 4 | 462    | က     | 5 34    | 343 434   | 4 230  | 3203    | 33  |
| 20100     | Blue Heron Bl | Military Tr        | 12/10/2020 | 4:30 PM  | 12  | 41  | 743 | 246  | œ   | 362  | 762   | 173   | 0     |       | 582    | œ     |         | 457 728   | 8 195  | 5 4382  | 32  |
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| DATE                              | 1/22/2019                   | 2/6/2016                   | 2/6/2016                   | 2/6/2016           | 3/6/2019                          | 3/6/2019                  | 3/6/2019                  | 4/26/2016                 | 4/26/2016                 | 4/26/2016                 | 10/3/2017           | 10/3/2017           | 10/3/2017                    | 9/12/2016                                    | 200000                              | 8/12/2010 | 9/12/2016                           | 9/12/2016<br>5/5/2021       | 5/5/2021<br>5/5/2021  | 5/5/2021<br>5/5/2021<br>5/5/2021   | 9/12/2016<br>9/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017   | 9/12/2016<br>9/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>10/23/2017   | 9/12/2016<br>9/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>10/23/2017<br>10/23/2017<br>10/23/2017   | 3/12/2016<br>3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017   | 3/12/2016<br>3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018  | 3/12/2016<br>3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018   | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019   | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019   | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019  | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019  | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019   | 5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019  | 5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019   | 5/5/2021<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019  | 3/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>0/23/2017<br>0/23/2017<br>0/23/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019  | 9/12/2016<br>5/5/2021<br>5/5/2021<br>5/5/2021<br>0/23/2017<br>10/23/2017<br>10/23/2017<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>4/2/2018<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>5/1/2019<br>1/15/2019<br>1/15/2019<br>1/15/2019<br>1/15/2019<br>8/29/2016<br>8/29/2016<br>8/29/2016   |
| TIME                              | 4:30 PM                     | 7:45 AM                    | 12:00 PM                   | 4:30 PM            | 7:45 AM                           | 3:00 PM                   | 4:45 PM                   | 7:45 AM                   | 3:00 PM                   | 5:00 PM                   | 7:15 AM             | 12:00 PM            | 4:45 PM                      | 7:30 AM                                      | 12:45 PM                            |           | 4:30 PM                             | 4:30 PM<br>7:45 AM          | 4:30 PM<br>7:45 AM<br>12:30 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM   | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>8:00 AM   | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>7:15 AM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>7:15 AM<br>2:30 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>4:45 PM<br>2:30 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>7:15 AM<br>2:30 PM<br>4:15 PM<br>7:15 AM   | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>7:15 AM<br>4:15 PM<br>7:15 AM<br>12:00 PM  | 4:30 PM<br>7:45 AM<br>12:30 PM<br>5:00 PM<br>7:30 AM<br>12:30 PM<br>5:00 PM<br>8:00 AM<br>4:45 PM<br>7:15 AM<br>4:15 PM<br>7:15 AM<br>4:15 PM<br>4:30 PM   | 4:30 PM 7:45 AM 12:30 PM 5:00 PM 7:30 AM 12:30 PM 5:00 PM 8:00 AM 4:45 PM 7:15 AM 2:30 PM 4:15 PM 7:15 AM 12:00 PM 4:30 PM 7:15 AM  | 4:30 PM 7:45 AM 12:30 PM 5:00 PM 7:30 AM 12:30 PM 5:00 PM 8:00 AM 4:45 PM 7:15 AM 2:30 PM 4:15 PM 7:15 AM 12:00 PM 4:30 PM 7:15 AM 12:00 PM  | 4:30 PM 7:45 AM 12:30 PM 5:00 PM 7:30 AM 12:30 PM 8:00 AM 4:45 PM 7:15 AM 2:30 PM 4:15 PM 7:15 AM 4:30 PM 4:30 PM 4:30 PM 4:30 PM   | 4:30 PM 7:45 AM 12:30 PM 5:00 PM 7:30 AM 12:30 PM 8:00 AM 4:45 PM 7:15 AM 2:30 PM 4:15 PM 7:15 AM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 7:15 AM  | 4:30 PM 7:45 AM 5:00 PM 5:00 PM 7:30 AM 12:30 PM 6:00 AM 4:45 PM 7:15 AM 2:30 PM 4:15 PM 7:15 AM 12:00 PM 4:30 PM 4:30 PM 7:15 AM 12:00 PM 4:30 PM 7:15 AM  |
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| NBL                               | 532                         | 330                        | 383                        | 484                | o                                 | 2                         | ω                         | 4                         | _                         | 2                         | 91                  | 95                  | 32                           | 18   | 7                                   |           | 13                                  | 13                          | 13<br>414<br>170  | 13<br>414<br>170<br>461  | 13<br>414<br>170<br>461<br>178  | 13<br>414<br>170<br>461<br>178<br>140  | 13<br>414<br>170<br>461<br>178<br>140<br>432   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61  | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79  | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>6<br>9<br>9   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>6<br>79<br>9   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>79<br>6<br>6<br>151<br>124  | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>79<br>6<br>151<br>124<br>163   | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>79<br>6<br>151<br>124<br>163  | 13<br>414<br>170<br>461<br>178<br>140<br>432<br>61<br>79<br>6<br>6<br>6<br>6<br>151<br>124<br>163<br>113<br>1143   | 13 414 170 461 178 140 432 61 79 6 6 151 151 124 163 1163 25  |
| NBT                               | 622                         | 303                        | 506                        | 771                | 1256                              | 948                       | 1096                      | 1193                      | 1030                      | 1111                      | 1112                | 915                 | 1338                         | 990  | 619                                 |           | 912                                 | 912<br>1448                 | 912<br>1448<br>1386   | 912<br>1448<br>1386<br>1805  | 912<br>1448<br>1386<br>1805<br>2227   | 912<br>1448<br>1386<br>1805<br>2227<br>1497  | 912<br>1448<br>1386<br>1805<br>2227<br>1497  | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605   | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605  | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951   | 912<br>11448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951  | 912<br>11448<br>1386<br>1805<br>2227<br>11497<br>1939<br>605<br>1483<br>951<br>1052   | 912<br>11448<br>11386<br>1805<br>2227<br>11497<br>11939<br>605<br>11483<br>951<br>1052<br>11110   | 912<br>11448<br>11386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837  | 912<br>11448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553   | 912<br>11448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553<br>904   | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553<br>904   | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553<br>904<br>423   | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553<br>904<br>827<br>762   | 912<br>1448<br>1386<br>1805<br>2227<br>1497<br>1939<br>605<br>1483<br>951<br>1052<br>1110<br>837<br>553<br>904<br>827<br>762<br>1577  |
| NBR                               | 45                          | 47                         | 57                         | 52                 | 248                               | 177                       | 253                       | 191                       | 137                       | 226                       | ω                   | 0                   | 0                            | 21   | 24                                  |           | 12                                  | 0 12                        | 1 0 12  | 0 1 0 12   | 0 0 1 0 12  | 0 0 0 1 0 12   | 0 0 0 1 0 12   | 23   | 23 0 0 0 0 1 0 12   | 12<br>0<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>23<br>23<br>243   | 12<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>243  | 12<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>243<br>1243   | 12<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>0<br>2<br>3<br>2<br>3<br>2<br>1<br>2<br>4<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>1<br>2<br>1<br>1<br>2<br>1<br>2   | 12<br>0<br>1<br>1<br>0<br>0<br>0<br>0<br>0<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>4<br>1<br>1<br>1<br>1<br>1<br>1<br>2<br>1<br>2<br>1  | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>22<br>21<br>110<br>0<br>0  | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>24<br>3<br>1124<br>0<br>0<br>0   | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>21<br>110<br>0<br>0<br>0  | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>22<br>110<br>0<br>0<br>0<br>0   | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>21<br>110<br>0<br>0<br>0   | 12<br>0<br>0<br>0<br>0<br>0<br>0<br>23<br>23<br>21<br>124<br>110<br>0<br>0<br>0   |
| SBU                               | Οī                          | 2                          | 4                          | ω                  | _                                 | 11                        | 4                         | ω                         | G                         | N                         | 11                  | 19                  | 54                           | 0  |                                     | N         | ωΝ                                  | 0 & 2                       | 0000  | 0 0 0 W N  | 000000  | ωοοοοων  | 0 0 0 0 0 0 0 0  | N O W O O O O W N  | N N O W O O O O W N   | 0 N N O W O O O O W N   | w o n n o w o o o o w n   | w w o n n o w o o o o w n   | o   | 0000000000000000  | 000000000000000000   | 000000000000000000000000000000000000000   | 000000000000000000000000000000000000000  | 0   | 0  | 10000000000000000000000000000000000000  |
| SBL                               | 104                         | 94                         | 129                        | 59                 | 330                               | 245                       | 262                       | 279                       | 195                       | 190                       | 0                   | _                   | 0                            | 9  |                                     | o         | 0 4                                 | 040                         | 0400  | 04000  | 04000   | 0400000  | 04000000   | 040000000  | 0400000064  | 13 4 0 0 0 0 0 4 0  | 13.9  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 85 22 2 85 2 2 2 2 2 2 2 2 2 2 2 2 2 2  | 139<br>139<br>00000000000000000000000000000000   | 139 122   | 139<br>122<br>122<br>49  | 139<br>122<br>122<br>36   |
| SBT                               | 411                         | 567                        | 359                        | 390                | 853                               | 1014                      | 1348                      | 896                       | 1016                      | 1201                      | 1161                | 942                 | 1479                         | 1010   | 7072                                | 814       | 1012<br>814<br>1249                 | 1012<br>814<br>1249<br>1517 | 1012<br>814<br>1249<br>1517<br>1496   | 1012<br>814<br>1249<br>1517<br>1496<br>2065  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1093   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1093<br>1016   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>974  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>974<br>1124  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1093<br>1016<br>974<br>1124  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>2351<br>1016<br>974<br>1124<br>945   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>2351<br>1016<br>974<br>1124<br>945<br>596   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>2351<br>1016<br>974<br>1124<br>945<br>596<br>692   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>974<br>1124<br>945<br>596<br>692<br>601   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>974<br>1124<br>945<br>596<br>692<br>601  | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>2351<br>1016<br>974<br>1124<br>945<br>596<br>692<br>601<br>365<br>766   | 1012<br>814<br>1249<br>1517<br>1496<br>2065<br>1779<br>1506<br>2351<br>1016<br>2351<br>1016<br>974<br>11124<br>945<br>596<br>692<br>692<br>692<br>1797  |
| SBR                               | 336                         | 169                        | 304                        | 312                | 4                                 | 2                         | ယ                         | _                         | თ                         | 2                         | 171                 | 111                 | 73                           | 22   |                                     | 16        | 1 6                                 | 68 1 6                      | 60 68 4   | 88 60 8 4 6<br>88 88 88  | 16<br>14<br>68<br>60<br>88<br>47  | 16<br>14<br>68<br>60<br>88<br>47   | 16<br>14<br>68<br>60<br>88<br>47<br>51   | 16<br>14<br>68<br>60<br>88<br>47<br>47<br>51   | 16<br>14<br>68<br>60<br>88<br>87<br>51<br>108<br>20   | 16<br>14<br>68<br>60<br>88<br>47<br>47<br>108<br>20<br>7  | 16<br>68<br>60<br>88<br>47<br>108<br>20<br>7  | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>7  | 16<br>14<br>68<br>68<br>88<br>47<br>51<br>108<br>20<br>7<br>7<br>4<br>4   | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>13<br>7<br>7<br>7<br>7<br>4<br>4<br>5<br>5<br>6<br>6<br>6<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>8<br>7<br>8<br>7<br>8<br>7<br>8<br>7   | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>13<br>7<br>7<br>4<br>4<br>15<br>506<br>506  | 16<br>14<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>13<br>7<br>7<br>4<br>15<br>506<br>578<br>433   | 16<br>68<br>60<br>88<br>47<br>108<br>20<br>13<br>7<br>7<br>4<br>15<br>506<br>278<br>244<br>433   | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>113<br>7<br>7<br>4<br>4<br>4<br>7<br>7<br>4<br>4<br>4<br>7<br>7<br>4<br>4<br>4<br>7<br>7<br>7<br>4<br>4<br>7<br>7<br>7<br>7<br>8<br>7<br>7<br>7<br>7   | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>13<br>7<br>7<br>4<br>4<br>4<br>506<br>506<br>278<br>244<br>433<br>239   | 16<br>68<br>60<br>88<br>47<br>51<br>108<br>20<br>20<br>13<br>7<br>4<br>4<br>4<br>4<br>4<br>37   |
| EBU                               | _                           | 0                          | 0                          | 0                  | 0                                 | 0                         | 0                         | 0                         | 0                         | 0                         | 0                   | 0                   | 0                            | 0  |                                     | _         | 0 4                                 | 0 0 1                       | <u> </u>  | 0 - 0 0 -  | 001001  | 0001001  | 0 0 0 0 1 0 0 1  | 0 0 0 0 0 1 0 0 1  | 0 0 0 0 0 0 1 0 0 1   | 00000000000   | 0 0 0 0 0 0 0 0 1 0 0 1   | 0000000000000   | 00000000000000  | 000000000000000   | 0000000000000000   | - 0 0 0 0 0 0 0 0 0 0 0 <del>-</del> 0 0 <del>-</del> 1   | 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1  | 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1   | 0001000000000001001  | 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1   |
| EBL                               | 507                         | 267                        | 317                        | 432                | _                                 | 9                         | 11                        | 0                         | œ                         | =                         | 141                 | 261                 | 408                          | 1  |                                     | 23        | 34                                  | 23<br>34<br>177             | 23<br>34<br>177   | 23<br>34<br>177<br>100   | 23<br>34<br>177<br>100<br>109<br>131  | 23<br>34<br>177<br>100<br>109<br>131   | 23<br>34<br>177<br>100<br>109<br>131<br>73   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82<br>31  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82<br>15  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82<br>15<br>31  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82<br>15<br>31<br>31  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>31<br>15<br>9   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>82<br>15<br>15<br>31<br>5<br>5  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>15<br>31<br>55<br>255  | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>31<br>15<br>31<br>15<br>328<br>520<br>520   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>15<br>31<br>15<br>255<br>520<br>520<br>208   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>15<br>9<br>9<br>9<br>9<br>5<br>5<br>255<br>520<br>208   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>15<br>15<br>255<br>328<br>520<br>520<br>34   | 23<br>34<br>177<br>100<br>109<br>131<br>73<br>82<br>15<br>15<br>15<br>255<br>328<br>520<br>208<br>34  |
| EBT                               | 478                         | 437                        | 446                        | 418                | 0                                 | ω                         | თ                         | _                         | 2                         | 4                         | 0                   | 0                   | 0                            | _  | 2                                   |           | 2                                   | 0 2                         | 000   | 0000   | 00000   | 0 0 0 0 0 N  | 000000   | 0 0 0 0 0 0 N  | N 0 0 0 0 0 0 N   | 0 N 0 0 0 0 0 0 N   | 0 0 N 0 0 0 0 0 0 N   | 00000000000   | 0 0 0 0 N 0 0 0 0 0 0 N   | 0 0 0 0 0 N 0 0 0 0 0 0 N   | 0 0 0 0 0 0 N 0 0 0 0 0 0 N  | 0 0 0 0 0 0 0 N 0 0 0 0 0 0 N   | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   | 10000000000000000000000000000000000000   | ω <sup>1</sup> · · · · · · · · · · · · · · · · · · ·  |
| EBR                               | 382                         | 573                        | 421                        | 520                | ω                                 | o                         | တ                         | υı                        | 4                         | 9                         | 29                  | 111                 | 160                          | 17   | 15                                  |           | 65                                  | 65<br>350                   | 65<br>350<br>193  | 65<br>350<br>193<br>285  | 65<br>350<br>193<br>285<br>484  | 65<br>350<br>193<br>285<br>484<br>177  | 65<br>350<br>193<br>285<br>484<br>177<br>239   | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35   | 350<br>193<br>285<br>484<br>177<br>239<br>35  | 350<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>36   | 350<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>36<br>84   | 350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15  | 350<br>193<br>285<br>484<br>177<br>239<br>35<br>36<br>84<br>83  | 350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>83<br>83  | 350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>3<br>88<br>88<br>83<br>220   | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>15<br>8<br>8<br>8<br>8<br>8<br>8<br>7   | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>15<br>8<br>8<br>8<br>8<br>12<br>2<br>220<br>74   | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>15<br>8<br>8<br>8<br>7<br>17<br>94  | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>15<br>8<br>8<br>8<br>7<br>4<br>94  | 65<br>350<br>193<br>285<br>484<br>177<br>239<br>35<br>84<br>15<br>15<br>220<br>220<br>220<br>74<br>94<br>176  |
| WBU                               | 4                           | 4                          | o                          | _                  | 0                                 | 0                         | 0                         | 0                         | 0                         | 0                         | 0                   | 0                   | 0                            | 0  | 0                                   | 0         | c                                   | 0 0                         | 000   | 0000   | 00000   | 00000  | 000000   | 0000000  | 0000000   |   | 0 4 0 0 0 0 0 0 0 0   | _ 0 _ 0 0 0 0 0 0 0 0   | 0 1 0 1 0 0 0 0 0 0 0 0   | 00101000000000  | 000101000000000  | 0000707000000000  | 00000101000000000  | 00000010100000000   | 00000010100000000  | 0000000000000000000   |
| WBL                               | 146                         | 62                         | 139                        | 112                | 135                               | 189                       | 331                       | 120                       | 185                       | 297                       | 21                  | 2                   | 0                            | œ  | 36                                  | 32        |                                     | 0                           | 0 0   | 000  | 0000  | 00000  | 00000  | 2 0 0 0 0 0 0  | 82 21 0 0 0 0 0   | 93 82 21 0 0 0 0 0  | 0<br>0<br>0<br>0<br>0<br>0<br>2<br>1<br>9<br>3  | 0<br>0<br>0<br>0<br>0<br>0<br>2<br>2<br>8<br>2<br>82<br>93  | 0<br>0<br>0<br>0<br>0<br>0<br>21<br>21<br>82<br>93<br>93  | 0<br>0<br>0<br>0<br>0<br>0<br>21<br>21<br>82<br>82<br>93<br>93<br>0<br>0  | 0<br>0<br>0<br>0<br>0<br>21<br>21<br>82<br>93<br>93<br>0<br>0  | 0<br>0<br>0<br>0<br>0<br>21<br>21<br>82<br>93<br>93<br>0<br>0   | 0<br>0<br>0<br>0<br>0<br>0<br>21<br>82<br>93<br>93<br>0<br>0   | 0<br>0<br>0<br>0<br>0<br>0<br>21<br>82<br>82<br>93<br>93<br>0<br>0  | 0<br>0<br>0<br>0<br>0<br>0<br>21<br>82<br>82<br>93<br>190<br>0<br>0  | 0<br>0<br>0<br>0<br>0<br>0<br>2<br>1<br>82<br>82<br>93<br>190<br>0<br>0<br>0<br>0   |
| WBT                               | 511                         | 214                        | 378                        | 480                | 2                                 | 0                         | _                         | _                         | 0                         | 2                         | 0                   | 0                   | 0                            | 0  |                                     | 4         | 4 0                                 | 4 0 0                       | 4000  | 40000  | 400000  | 4000000  | 40000000   | 400000004  | 400000000   | 4000000004  | 4000000000  | 4000000000  | 400000000000  | 400000000000000   | 4000000000000000   | 40000000000000000   | 400000000000000000   | 400000000000000000  | 400000000000000004   | 400000000000000000000000000000000000000   |
| WBR                               | 106                         | 36                         | 78                         | 105                | 216                               | 305                       | 437                       | 177                       | 229                       | 356                       | 18                  | 2                   | 0                            | 2  | 11                                  | ,         | 18                                  | 0 18                        | 0 0 8   | 0002   | 0000 2  | 00000  | 000000   | 13 0 0 0 0 0 78  | 18<br>0<br>0<br>0<br>0<br>0<br>13   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>29   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>29<br>129<br>212   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>29<br>129<br>212<br>256   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>212<br>212<br>256   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>129<br>212<br>212<br>256  | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>129<br>212<br>212<br>256<br>0  | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>2129<br>2129<br>2129<br>0<br>0  | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>29<br>212<br>212<br>256<br>0<br>0   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>212<br>212<br>256<br>0<br>0   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>29<br>129<br>212<br>212<br>256<br>0<br>0   | 18<br>0<br>0<br>0<br>0<br>0<br>0<br>13<br>13<br>29<br>129<br>212<br>212<br>256<br>0<br>0<br>0   |
| TOTAL                             | 4196                        | 3112                       | 3534                       | 4141               | 3056                              | 2912                      | 3763                      | 2872                      | 2820                      | 3417                      | 2758                | 2459                | 3544                         | 2142   | 1604                                | 2403      |                                     | 3986                        | 3986<br>3419  | 3986<br>3419<br>4828   | 3986<br>3419<br>4828<br>4858  | 3986<br>3419<br>4828<br>4858<br>3483   | 3986<br>3419<br>4828<br>4858<br>3483<br>5173   | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917   | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574<br>2860<br>2807  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574<br>2860<br>2860<br>2807  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574<br>2860<br>2807<br>2428  | 3986<br>3419<br>4828<br>4858<br>3483<br>5173<br>1917<br>2892<br>2574<br>2860<br>2860<br>2807<br>2428<br>1861   | 3986 3419 4828 4858 3483 5173 1917 2892 2574 2860 2807 2428 1861 2743 2327  | 3986 3419 4828 4858 3483 5173 1917 2892 2574 2860 2807 2428 1861 2743 2327   | 3986 3419 4828 4858 3483 5173 1917 2892 2574 2860 2807 2428 1861 1861 2743 2327 1570 2509   | 3986 3419 4828 4858 3483 5173 1917 2892 2574 2860 2807 2428 1861 1861 2743 2327 1570 2509  | 3986 3419 4828 4858 3483 5173 1917 2892 2574 2860 2807 2428 1861 1861 2743 2327 1570 2509 3849  |

#### 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     | o     | 0     | 0    | 0    | NR   | 100%       |  |  |  |  |
| Wal-Mart # 3348                 | ō     | ō     | 0     | 0     | 0    | 0    | NR   | 100%       |  |  |  |  |
| Sierra Bay Apartments           | 0     | 0     | 0     | 0     | 0    | 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                      | 0     | 0     | ō     | 0     | D    | 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

| Time Period       | 1     |       |       |       |       |        |
|-------------------|-------|-------|-------|-------|-------|--------|
|                   |       |       | 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 |            |           |      |          |            |
|--|------|---------|---|------------|-----------|------|----------|------------|
| Volume after Diversion                           | 2091 | 1073    | 1139                                    | 2689       | 1306      | 1383 |          |            |
|  |      |         |   |            |           |      | Tues     | % 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    | NR       | 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<br>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<br>NR | 72%        |
| Palm Beach Outlets                               | 15   | 6       |   | 76         | 39<br>0   | 0    | NR       | 100%       |
| Sun Coast High School                            | 0    | 0       | 0                                       | 0          | 14        | 17   | NR<br>NR | 45%        |
| Congress Business Park                           | 19   | 11      | 8                                       | 31<br>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<br>NR | 100%       |
| FPL Distrubution Center                          | 0    | 2       | 2                                       | 1          | 0         | 1    | NR       | 75%        |
| Covenant Church                                  | 4    | _       | 0                                       | 5          | 3         | 2    | NR<br>NR | 0%         |
| Blue Heron Commercial                            | 1    | 0<br>28 | 8                                       | 46         | 16        | 30   | Res      | 0%         |
| Carrington Pines                                 | 36   |         | -                                       | 46<br>21   | 10        | 11   | NR.      | 0%         |
| Grove Park Holding School                        | 62   | 34      | 28                                      |            |           | 22   | NR<br>NR | 0%         |
| Prime Corner                                     | 36   | 18      | 19                                      | 43         | 21<br>198 | 275  | NK       | 0%         |
| Total Committed Developments                     | 368  | 236     | 132<br>39                               | 472<br>231 | 198<br>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  |      |         | 61                                      | LD         |           |      | ı        |            |
| 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  |          |            |
| this weers test to                               | 123  | 163     | 123                                     | , 23       | , 23      |      |          |            |

| 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: Milepont
ANANISS YARA: 2024 TO: Richard Red
GROWTH RATE: 1%
COUNTRATE: 1%
Link Analysis
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
Gabbes 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**

CDEFGHIJK L 0 Α

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 |       |           |      |      |            |      |       |       |            |      |       |      |            |
|---------------------------------|-------|-------|-----------|------|------|------------|------|-------|-------|------------|------|-------|------|------------|
|                                 |       |       | Inte      |      |      |            |      | opmen |       |            |      |       |      |            |
|                                 | Eas   | tboun | Westbound |      |      | 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 |           |      |       |      |       |       |      |        |       |      |            |       |      |            |
|---------------------------------|-----------|------|-------|------|-------|-------|------|--------|-------|------|------------|-------|------|------------|
|                                 | Eastbound |      |       | 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 |       |      | Southbound |       |      |            |
|-------------------------------------|------|--------|-------|------|-------|-------|------|--------|-------|------|------------|-------|------|------------|
|                                     | 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 |      |       |      | 'estbo |       |      | 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 Nort |      |       |      |      |       | rthbo | thbound 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 0 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