

TRAFFIC IMPACT STATEMENT

RESIDENCES AT LAKE WORTH PALM BEACH COUNTY, FLORIDA

Prepared for:

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Date: February 11, 2022

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1.0 SITE DATA

The subject parcel is located on the north side of 2nd Avenue North, east of Lake Worth Drainage District E-4 Canal in the City of Lake Worth Beach, Florida and contains approximately 6.65 acres. The Property Control Numbers (PCNs) for the subject parcel are 38-43-44-20-01-096-0020, 38-43-44-20-01-097-0010, and 38-43-44-20-01-097-0020. Proposed site development on the currently unimproved parcel consists of 195 multifamily dwelling units with a project build-out of 2026. Site access is proposed via an easterly ingress only driveway and a westerly egress only driveway to 2nd Avenue North.

2.0 PURPOSE OF STUDY

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

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

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed.

Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period.

This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence.

2.0 PURPOSE OF STUDY (CONTINUED)

This analysis shall address the total traffic anticipated to be in place at the end of the build out year. This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

Trip generation has been calculated in accordance with the ITE Trip Generation Manual, 10th Edition and the Palm Beach County Trip Generation Rates. Table 1 shows the daily traffic generation associated with the proposed development in trips per day (TPD). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The net traffic to be generated by 195 multifamily dwelling units may be summarized by as follows:

Proposed Development

Daily Traffic Generation	=	1,061 tpd
AM Peak Hour Traffic Generation (In/Out)	=	70 pht (18 In/52 Out)
PM Peak Hour Traffic Generation (In/Out)	=	86 pht (52 In/34 Out)

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 86 peak hour trips, the development of influence shall be a one (1) mile radius.

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

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than 3% of the LOS “E” of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “E” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing AM and PM peak hour traffic volumes for the links within the project's radius of development influence were available from the Palm Beach County Engineering Traffic Division. Background traffic data from the Palm Beach County Engineering Traffic Division consisting of historical growth rates, major project traffic, and anticipated development in the area was also considered. Table 4 presents the area wide growth rate calculations.

6.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the links within the radius of development influence based on the existing and anticipated traffic patterns. Figure 1 presents the trip distribution percentages.

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

Tables 5 and 6 (in Appendix A) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service "D" have been outlined as links with significant project assignment.

Tables 7 and 8 (in Appendix A) shows the projected total AM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence. For the links, the 2026 total traffic has been calculated using the higher value between the link historical growth rate and the combination of a 1.0% background growth rate and the approved committed development trips.

A review of Tables 5-8 indicates this project meets Test 1 – Part 2 of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

8.0 INTERSECTION ANALYSIS TEST 1 – PART 1

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, all major intersections in each direction nearest to the point at which the project's traffic enters each project accessed link, and where the project traffic entering or exiting the intersection from/to the project accessed link is significant, must be analyzed. Therefore, the following intersections must be analyzed for the 2026 projected AM and PM peak hours:

2nd Avenue North at Congress Avenue

For each intersection, the 2026 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2026 build-out volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix B.

Each intersection has been analyzed using the adjusted turning movement volumes in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. The intersection analyses are included in Appendix C. The analysis results show that the sum of the critical movements during the peak season, peak hours at project build-out is less than the adopted Level of Service volume of 1,400 vehicles per hours (vph) for the subject intersections.

8.0 INTERSECTION ANALYSIS TEST 1 – PART 1 (CONTINUED)

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>AM</u>	<u>PM</u>
2 nd Avenue North at Congress Avenue	1,236	1,385

9.0 TEST 2 BUILD-OUT ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of Development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period.

Tables 9 and 10 (in Appendix D) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 3% of the applicable Level of Service "E" have been outlined as links with significant project assignment.

Tables 11 and 12 (in Appendix D) shows the projected total AM and PM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence.

A review of Tables 9-12 indicates this project meets Test 2 of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

10.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

**DIRECTIONAL
DISTRIBUTION
(TRIPS IN/OUT)**

AM = 18 / 52
PM = 52 / 34

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, site access is proposed via an easterly ingress only driveway and a westerly egress only driveway to 2nd Avenue North. Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, and on the low traffic volumes on 2nd Avenue North, additional turn lanes are not warranted or recommended.

11.0 CONCLUSION

The proposed development has been estimated to generate 1,061 trips per day, 70 AM peak hour trips, and 86 PM peak hour trips at project build-out in 2026. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-Out Test and Five Year Analysis test as required by the Palm Beach County Traffic Performance Standards.

RESIDENCES AT LAKE WORTH

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PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	5.44			1,061		0	1,061	0%	0	1,061
Grand Totals:							1,061	0.0%	0	1,061	0%	0	1,061

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	0.36	0.26	0.74	18	52	70	0.0%	0	0	0	18	52	70	0%	0	18	52	70
Grand Totals:							18	52	70	0.0%	0	0	0	18	52	70	0%	0	18	52	70

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	195	Dwelling Units	0.44	0.61	0.39	52	34	86	0.0%	0	0	0	52	34	86	0%	0	52	34	86
Grand Totals:							52	34	86	0.0%	0	0	0	52	34	86	0%	0	52	34	86



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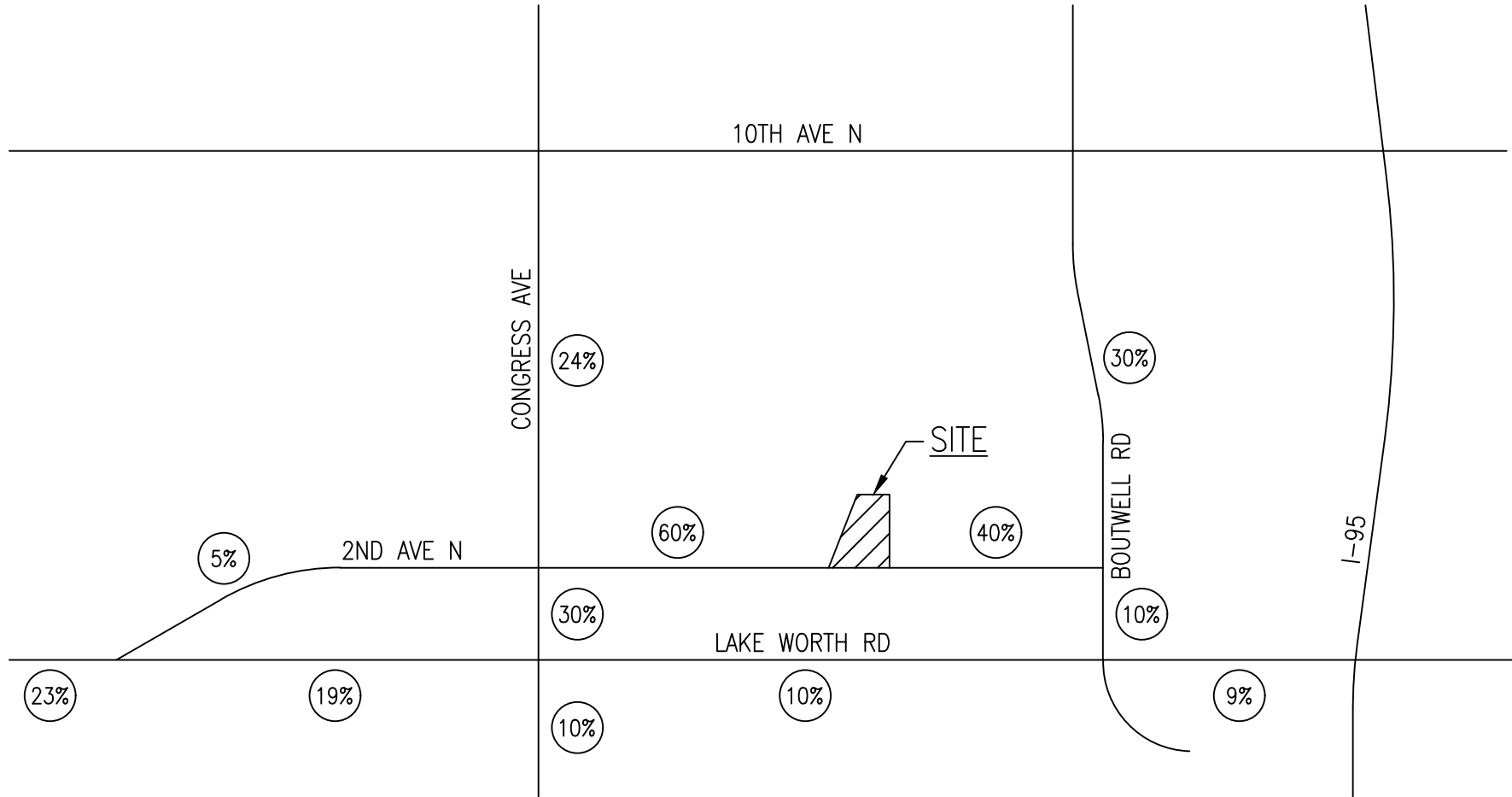


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

RESIDENCES AT LAKE WORTH

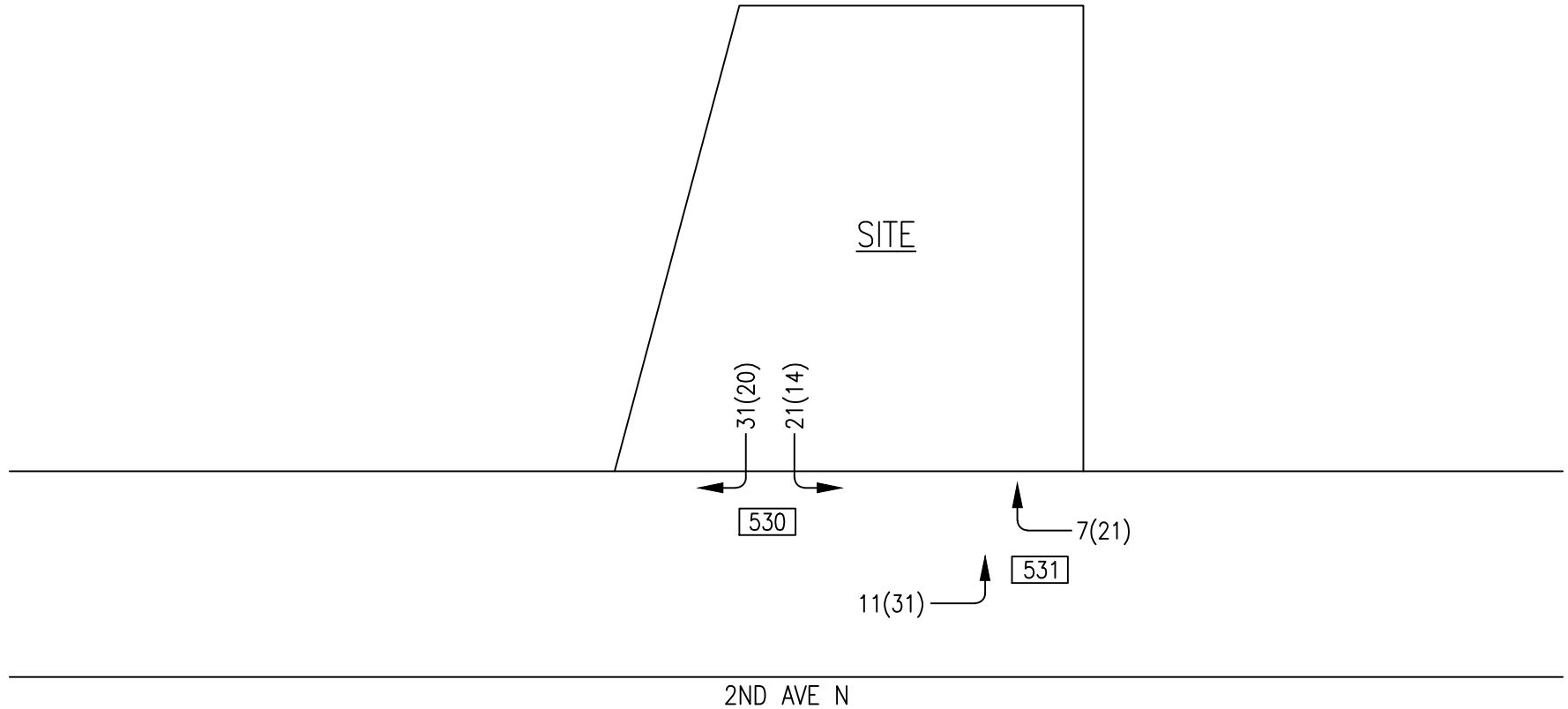
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2ND AVE N

FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

- 11 A.M. PEAK HOUR TURNING MOVEMENT
- (31) P.M. PEAK HOUR TURNING MOVEMENT
- [531] A.A.D.T.

RESIDENCES AT LAKE WORTH

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RESIDENCES AT LAKE WORTH

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**TABLE 4
AREA WIDE GROWTH RATE CALCULATION**

STATION	ROADWAY	FROM	TO	2017 PEAK SEASON DAILY TRAFFIC	2020 PEAK SEASON DAILY TRAFFIC	IND. (%)
4677	2ND AVENUE	LAKE WORTH ROAD	CONGRESS AVENUE	5,967	6,404	2.38%
4679	2ND AVENUE	CONGRESS AVENUE	BOUTWELL ROAD	5,266	6,900	9.43%
4647**	LAKE WORTH ROAD	KIRK ROAD	CONGRESS AVENUE	38,415	40,684	1.93%
4651**	LAKE WORTH ROAD	CONGRESS AVENUE	BOUTWELL ROAD	23,415	26,619	4.37%
4604*	CONGRESS AVENUE	10TH AVENUE N	FRENCH AVENUE	39,628	46,689	5.62%
4620**	CONGRESS AVENUE	FRENCH AVENUE	LAKE WORTH AVENUE	35,400	37,189	1.66%
4622**	CONGRESS AVENUE	LAKE WORTH AVENUE	6TH AVENUE S	35,712	39,282	3.23%
4676**	BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	10,337	11,365	3.21%
Σ =				194,140	215,132	3.48%
				AREA WIDE GROWTH RATE = 3.5%		

* 2016 and 2019 peak season daily traffic volumes were used for links where 2017 or 2020 volumes were unavailable.

** 2015 and 2018 peak season daily traffic volumes were used for links where 2016, 2017, 2019 or 2020 volumes were unavailable.

APPENDIX A

TEST 1 PART 2: LINK ANALYSIS

RESIDENCES AT LAKE WORTH

02/09/22

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

2026 BUILD OUT

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 52

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
4677	2ND AVENUE	LAKE WORTH ROAD	CONGRESS AVENUE	5%	3	2	I	880	0.34%	NO
4679	2ND AVENUE	CONGRESS AVENUE	SITE	60%	31	2	I	880	3.52%	YES
4679	2ND AVENUE	SITE	BOUTWELL ROAD	40%	21	2	I	880	2.39%	YES
4647	LAKE WORTH ROAD	KIRK ROAD	2ND AVENUE	23%	12	6D	II	2680	0.45%	NO
4647	LAKE WORTH ROAD	2ND AVENUE	CONGRESS AVENUE	19%	10	6D	II	2680	0.37%	NO
4651	LAKE WORTH ROAD	CONGRESS AVENUE	BOUTWELL ROAD	10%	5	4D	II	1770	0.28%	NO
N/A	LAKE WORTH ROAD	BOUTWELL ROAD	A STREET	9%	5	4D	II	1770	0.28%	NO
4604	CONGRESS AVENUE	10TH AVENUE N	FRENCH AVENUE	24%	12	6D	II	2680	0.45%	NO
4620	CONGRESS AVENUE	FRENCH AVENUE	2ND AVENUE	24%	12	6D	II	2680	0.45%	NO
4620	CONGRESS AVENUE	2ND AVENUE	LAKE WORTH AVENUE	30%	16	6D	II	2680	0.60%	NO
4622	CONGRESS AVENUE	LAKE WORTH AVENUE	6TH AVENUE S	10%	5	6D	II	2680	0.19%	NO
4676	BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	30%	16	2	I	880	1.82%	YES
N/A	BOUTWELL ROAD	2ND AVENUE NORTH	LAKE WORTH ROAD	10%	5	2	I	880	0.57%	NO

RESIDENCES AT LAKE WORTH

02/09/22

**TABLE 6
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

2026 BUILD OUT

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 52

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
4677	2ND AVENUE	LAKE WORTH ROAD	CONGRESS AVENUE	5%	3	2	I	880	0.34%	NO
4679	2ND AVENUE	CONGRESS AVENUE	SITE	60%	31	2	I	880	3.52%	YES
4679	2ND AVENUE	SITE	BOUTWELL ROAD	40%	21	2	I	880	2.39%	YES
4647	LAKE WORTH ROAD	KIRK ROAD	2ND AVENUE	23%	12	6D	II	2680	0.45%	NO
4647	LAKE WORTH ROAD	2ND AVENUE	CONGRESS AVENUE	19%	10	6D	II	2680	0.37%	NO
4651	LAKE WORTH ROAD	CONGRESS AVENUE	BOUTWELL ROAD	10%	5	4D	II	1770	0.28%	NO
N/A	LAKE WORTH ROAD	BOUTWELL ROAD	A STREET	9%	5	4D	II	1770	0.28%	NO
4604	CONGRESS AVENUE	10TH AVENUE N	FRENCH AVENUE	24%	12	6D	II	2680	0.45%	NO
4620	CONGRESS AVENUE	FRENCH AVENUE	2ND AVENUE	24%	12	6D	II	2680	0.45%	NO
4620	CONGRESS AVENUE	2ND AVENUE	LAKE WORTH AVENUE	30%	16	6D	II	2680	0.60%	NO
4622	CONGRESS AVENUE	LAKE WORTH AVENUE	6TH AVENUE S	10%	5	6D	II	2680	0.19%	NO
4676	BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	30%	16	2	I	880	1.82%	YES
N/A	BOUTWELL ROAD	2ND AVENUE NORTH	LAKE WORTH ROAD	10%	5	2	I	880	0.57%	NO

RESIDENCES AT LAKE WORTH

02/09/22

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

2026 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 3.48%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 52

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL		CLASS	LOS D	MEETS LOS STD.	
											BACKGROUND TRAFFIC USED	2026 TOTAL TRAFFIC LANES				
2ND AVENUE	CONGRESS AVENUE	SITE	EB	2020	326	60%	11	74	12	20	74	411	2	I	880	YES
			WB	2020	197	60%	31	45	24	12	45	273	2	I	880	YES
2ND AVENUE	SITE	BOUTWELL ROAD	EB	2020	326	40%	21	74	12	20	74	421	2	I	880	YES
			WB	2020	197	40%	7	45	24	12	45	249	2	I	880	YES
BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	NB	2020	553	30%	16	126	60	34	126	695	2	I	880	YES
			SB	2020	316	30%	5	72	64	19	83	404	2	I	880	YES

RESIDENCES AT LAKE WORTH

02/09/22

**TABLE 8
PM PEAK HOUR - TEST 1**

2026 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 3.48%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 52
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL		CLASS	LOS D	MEETS LOS STD.	
											BACKGROUND TRAFFIC USED	2026 TOTAL TRAFFIC LANES				
2ND AVENUE	CONGRESS AVENUE	SITE	EB	2020	320	60%	31	73	33	20	73	424	2	I	880	YES
			WB	2020	391	60%	20	89	25	24	89	500	2	I	880	YES
2ND AVENUE	SITE	BOUTWELL ROAD	EB	2020	320	40%	14	73	33	20	73	407	2	I	880	YES
			WB	2020	391	40%	21	89	25	24	89	501	2	I	880	YES
BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	NB	2020	397	30%	10	90	74	24	98	505	2	I	880	YES
			SB	2020	549	30%	16	125	67	34	125	690	2	I	880	YES

APPENDIX B

PBC TPS DATABASE
2026 BUILD-OUT
LINK & INTERSECTION VOLUME SHEETS
(WITH APPROVED COMMITTED TRIPS)

Input Data

ROAD NAME: 2nd Ave N STATION: 4679
 CURRENT YEAR: 2020 FROM: Congress Ave
 ANALYSIS YEAR: 2026 TO: MIDPOINT
 GROWTH RATE: 9.43% COUNT DATE: 02/12/2020
 PSF: 1

Report Created
 02/10/2022

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	522	326	197	675	320	391
Peak Volume	522	326	197	675	320	391
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	522	326	197	675	320	391

Committed Developments

							Type	% Complete
ADOPT A FAMILY	0	0	0	0	0	0	NR	100%
Lake Worth Corners	15	3	12	32	18	13	Res	0%
Palm Springs Park of Commerce	3	1	3	10	6	4	NR	75%
Lake Worth Middle School	6	3	3	2	1	1	NR	77.20%
Mavericks High School	0	0	0	0	0	0	NR	100%
Race-Trac	0	0	0	0	0	0	NR	100%
The Village at Lake Worth	0	0	0	0	0	0	Res	100%
McDonalds Congress Ave	0	0	0	0	0	0	NR	81%
APEC Petroleum	1	1	1	1	1	1	NR	66%
Value Place Hotel	0	0	0	0	0	0	NR	100%
The Villages II at Lake Osborne	0	0	0	0	0	0	Res	100%
Kingswood Academy of Palm Springs	0	0	0	0	0	0	NR	100%
WAWA-Lakeworth & Congress	0	0	0	0	0	0	NR	100%
Boutwell Road Apartments	8	3	5	9	6	4	Res	0%
Golden Roads Apartments	1	0	1	1	1	1	Res	0%
Waterside Plaza	1	1	0	3	1	2	NR	75%
Fontana Townhomes	0	0	0	0	0	0	Res	0%
2209 7th Ave N	2	2	0	2	1	1	NR	0%
Total Committed Developments	37	14	25	60	35	27		
Total Committed Residential	24	6	18	42	25	18		
Total Committed Non-Residential	13	8	7	18	10	9		
Double Count Reduction	3	2	1	4	2	2		
Total Discounted Committed Developments	34	12	24	56	33	25		
Historical Growth	374	234	141	484	229	280		
Comm Dev+1% Growth	66	32	36	98	53	49		
Growth Volume Used	374	234	141	484	229	280		
Total Volume	896	560	338	1159	549	671		

Lanes

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

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: 2nd Ave N			STATION: 4679			Report Created	
	CURRENT YEAR: 2020			FROM: MIDPOINT			02/10/2022	
	ANALYSIS YEAR: 2026			TO: Boutwell Rd				
	GROWTH RATE: 9.43%			COUNT DATE: 02/12/2020				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	522	326	197	675	320	391
Peak Volume	522	326	197	675	320	391
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	522	326	197	675	320	391

Committed Developments							Type	% Complete
ADOPT A FAMILY	0	0	0	0	0	0	NR	100%
Lake Worth Corners	15	3	12	32	18	13	Res	0%
Palm Springs Park of Commerce	3	1	3	10	6	4	NR	75%
Lake Worth Middle School	6	3	3	2	1	1	NR	77.20%
Mavericks High School	0	0	0	0	0	0	NR	100%
Race-Trac	0	0	0	0	0	0	NR	100%
The Village at Lake Worth	0	0	0	0	0	0	Res	100%
McDonalds Congress Ave	0	0	0	0	0	0	NR	81%
APEC Petroleum	1	1	1	1	1	1	NR	66%
Value Place Hotel	0	0	0	0	0	0	NR	100%
The Villages II at Lake Osborne	0	0	0	0	0	0	Res	100%
Kingswood Academy of Palm Springs	0	0	0	0	0	0	NR	100%
WAWA-Lakeworth & Congress	0	0	0	0	0	0	NR	100%
Boutwell Road Apartments	8	3	5	9	6	4	Res	0%
Golden Roads Apartments	1	0	1	1	1	1	Res	0%
Waterside Plaza	1	1	0	3	1	2	NR	75%
Fontana Townhomes	0	0	0	0	0	0	Res	0%
2209 7th Ave N	2	2	0	2	1	1	NR	0%
Total Committed Developments	37	14	25	60	35	27		
Total Committed Residential	24	6	18	42	25	18		
Total Committed Non-Residential	13	8	7	18	10	9		
Double Count Reduction	3	2	1	4	2	2		
Total Discounted Committed Developments	34	12	24	56	33	25		
Historical Growth	374	234	141	484	229	280		
Comm Dev+1% Growth	66	32	36	98	53	49		
Growth Volume Used	374	234	141	484	229	280		
Total Volume	896	560	338	1159	549	671		

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

Input Data

ROAD NAME: Boutwell Rd STATION: 4676
 CURRENT YEAR: 2020 FROM: Midpoint
 ANALYSIS YEAR: 2026 TO: 10th Ave N
 GROWTH RATE: 0% COUNT DATE: 02/24/2020
 PSF: 1

Report Created
 02/10/2022

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	869	553	316	925	397	549
Peak Volume	869	553	316	925	397	549
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	869	553	316	925	397	549

Committed Developments

	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	Type	% Complete
Lake Worth Corners	29	6	23	63	36	27	Res	0%
Palm Springs Park of Commerce	0	0	0	1	1	0	NR	75%
Lake Worth Middle School	29	16	13	8	4	4	NR	77.20%
Mid-County Center	1	0	1	1	1	0	NR	49%
Race-Trac	0	0	0	0	0	0	NR	100%
The Village at Lake Worth	0	0	0	0	0	0	Res	100%
APEC Petroleum	2	1	1	2	1	1	NR	66%
Value Place Hotel	0	0	0	0	0	0	NR	100%
The Villages II at Lake Osborne	0	0	0	0	0	0	Res	100%
Waterville	0	0	0	0	0	0	Res	100%
WAWA-Lakeworth & Congress	0	0	0	0	0	0	NR	100%
Boutwell Road Apartments	15	10	5	18	7	11	Res	0%
Golden Roads Apartments	6	1	5	7	5	3	Res	0%
Banyan Court	0	0	0	0	0	0	Res	100%
Waterside Plaza	2	1	1	7	4	4	NR	75%
7-Eleven - 1900 10th Ave	17	9	8	15	8	8	NR	10%
3322 Boutwell Road	8	6	2	7	2	4	Res	0%
2209 7th Ave N	20	16	4	15	5	10	NR	0%
Total Committed Developments	129	66	63	144	74	72		
Total Committed Residential	58	23	35	95	50	45		
Total Committed Non-Residential	71	43	28	49	24	27		
Double Count Reduction	14	6	6	10	5	5		
Total Discounted Committed Developments	115	60	57	134	69	67		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	168	94	76	191	93	101		
Growth Volume Used	168	94	76	191	93	101		
Total Volume	1037	647	392	1116	490	650		

Lanes

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

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boutwell Rd			STATION: 4676			Report Created	
	CURRENT YEAR: 2020			FROM: 2nd Ave N			02/10/2022	
	ANALYSIS YEAR: 2026			TO: Midpoint				
	GROWTH RATE: 0%			COUNT DATE: 02/24/2020				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	869	553	316	925	397	549
Peak Volume	869	553	316	925	397	549
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	869	553	316	925	397	549

Committed Developments	Type	% Complete
Lake Worth Corners	Res	0%
Palm Springs Park of Commerce	NR	75%
Lake Worth Middle School	NR	77.20%
Mid-County Center	NR	49%
Race-Trac	NR	100%
The Village at Lake Worth	Res	100%
APEC Petroleum	NR	66%
Value Place Hotel	NR	100%
The Villages II at Lake Osborne	Res	100%
Waterville	Res	100%
WAWA-Lakeworth & Congress	NR	100%
Boutwell Road Apartments	Res	0%
Golden Roads Apartments	Res	0%
Banyan Court	Res	100%
Waterside Plaza	NR	75%
7-Eleven - 1900 10th Ave	NR	10%
3322 Boutwell Road	Res	0%
2209 7th Ave N	NR	0%
Total Committed Developments		
Total Committed Residential		
Total Committed Non-Residential		
Double Count Reduction		
Total Discounted Committed Developments		
Historical Growth		
Comm Dev+1% Growth		
Growth Volume Used		
Total Volume		

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

A B C D E F G H I J K L M N O

Input Data
 E-W Street: 2nd Ave N COUNT DATE: 05/01/2019 Report Created
 N-S STREET: Congress Ave CURRENT YEAR: 2019 02/10/2022
 TIME PERIOD: AM ANALYSIS YEAR: 2026
 GROWTH RATE: 5.09% PSF: 1.02
 SIGNAL ID: 36800

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	99	101	110	44	53	153	40	1206	29	221	1332	90		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	101	103	112	45	54	156	41	1230	30	225	1359	92		
Committed Developments														
WAWA - SEC 10th and Military Trail	0	0	0	0	0	0	0	0	0	0	0	0	NR	20%
McDonalds Congress Ave	0	0	0	0	0	0	0	6	0	0	6	0	NR	81%
The Villages II at Lake Osborne	0	0	0	0	0	0	0	0	0	0	0	0	Res	70%
Lake Worth Middle School	3	3	0	3	3	0	0	8	3	0	7	3	NR	77.20%
Boutwell Road Apartments	0	0	0	0	0	0	0	0	0	0	0	0	Res	0%
APEC Petroleum	0	0	0	0	0	0	0	0	0	0	0	0	NR	66%
Lantana Airport SDA1	0	0	0	0	0	0	0	18	0	0	69	0	NR	0%
Lake Worth Corners	0	0	0	12	0	0	0	2	3	0	9	0	Res	0%
Waterside Plaza	0	0	0	0	0	0	0	0	0	0	0	0	NR	75%
Mid-County Center	0	0	0	0	0	0	0	0	0	0	0	0	NR	49%
Lantana Airport SDA2	0	0	0	0	0	0	0	0	0	0	0	0	NR	0%
Walmart-Palm Springs	0	0	0	0	0	0	0	0	0	0	0	0	NR	75%
Palm Springs Park of Commerce	0	0	0	0	0	0	0	0	0	0	0	0	NR	75%
Golden Roads Apartments	0	0	0	0	0	0	0	0	0	0	0	0	Res	0%
Total Committed Developments	3	3	0	15	3	0	0	34	6	0	91	3		
Total Committed Residential	0	0	0	12	0	0	0	2	3	0	9	0		
Total Committed Non-Residential	3	3	0	3	3	0	0	32	3	0	82	3		
Double Count Reduction	0	0	0	1	0	0	0	1	1	0	2	0		
Total Discounted Committed	3	3	0	14	3	0	0	33	5	0	89	3		
Historical Growth	42	43	47	19	22	65	17	511	12	94	565	38		
Comm Dev+1% Growth	10	10	8	17	7	11	3	122	7	16	187	10		
Growth Volume Used	42	43	47	19	22	65	17	511	12	94	565	38		
Total Volume	143	146	159	64	76	221	58	1741	42	319	1924	130		

Input Data
 E-W Street: 2nd Ave N COUNT DATE: 05/01/2019 Report Created
 N-S STREET: Congress Ave CURRENT YEAR: 2019 02/10/2022
 TIME PERIOD: PM ANALYSIS YEAR: 2026
 GROWTH RATE: 5.09% PSF: 1.02
 SIGNAL ID: 36800

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	85	59	80	53	113	199	90	1514	57	178	1537	165		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	87	60	82	54	115	203	92	1544	58	182	1568	168		
Committed Developments														
WAWA - SEC 10th and Military Trail	0	0	0	0	0	0	0	0	0	0	0	0	NR	20%
McDonalds Congress Ave	0	0	0	0	0	0	0	0	0	0	0	0	NR	81%
The Villages II at Lake Osborne	0	0	0	0	0	0	0	0	0	0	0	0	Res	70%
Lake Worth Middle School	0	0	0	0	0	0	0	0	0	0	0	0	NR	77.20%
Boutwell Road Apartments	0	0	0	0	0	0	0	0	0	0	0	0	Res	0%
APEC Petroleum	0	0	0	0	0	0	0	0	0	0	0	0	NR	66%
Lantana Airport SDA1	0	0	0	0	0	0	0	67	0	0	25	0	NR	0%
Lake Worth Corners	0	0	0	13	0	0	0	15	18	0	11	0	Res	0%
Waterside Plaza	0	0	0	2	0	0	0	11	2	0	11	0	NR	75%
Mid-County Center	0	0	0	0	0	0	0	0	0	0	0	0	NR	49%
Lantana Airport SDA2	0	0	0	0	0	0	0	0	0	0	0	0	NR	0%
Walmart-Palm Springs	0	0	0	0	0	0	0	15	0	0	16	0	NR	75%
Palm Springs Park of Commerce	0	0	0	0	0	0	0	0	0	0	0	0	NR	75%
Golden Roads Apartments	0	0	0	0	0	0	0	0	0	0	0	0	Res	0%
Total Committed Developments	0	0	0	15	0	0	0	108	20	0	63	0		
Total Committed Residential	0	0	0	13	0	0	0	15	18	0	11	0		
Total Committed Non-Residential	0	0	0	2	0	0	0	93	2	0	52	0		
Double Count Reduction	0	0	0	0	0	0	0	4	0	0	3	0		
Total Discounted Committed	0	0	0	15	0	0	0	104	20	0	60	0		
Historical Growth	36	25	34	22	48	84	38	642	24	76	652	70		
Comm Dev+1% Growth	6	4	6	19	8	15	7	215	24	13	173	12		
Growth Volume Used	36	25	34	22	48	84	38	642	24	76	652	70		
Total Volume	123	85	116	76	163	287	130	2186	82	258	2220	238		

Note: Removed insignificant trips.

A B C D E F G H I J K L M N O

E-W Street: 2nd Ave N
 N-S STREET: Congress Ave
 TIME PERIOD: AM
 GROWTH RATE: 5.09%
 SIGNAL ID: 36800

Input Data
 COUNT DATE: 05/01/2019
 CURRENT YEAR: 2019
 ANALYSIS YEAR: 2026
 PSF: 1.02

Report Created
 02/10/2022

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	99	101	110	44	53	153	40	1206	29	221	1332	90		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	101	103	112	45	54	156	41	1230	30	225	1359	92		
Committed Developments														
WAWA - SEC 10th and Military Trail	0	0	0	0	0	0	0	7	0	0	6	0	NR	20%
McDonalds Congress Ave	0	0	0	0	0	0	0	6	0	0	6	0	NR	81%
The Villages II at Lake Osborne	0	0	0	0	0	2	0	2	0	0	0	0	Res	70%
Lake Worth Middle School	3	3	0	3	3	0	0	8	3	0	7	3	NR	77.20%
Boutwell Road Apartments	3	3	0	5	5	0	0	5	3	0	10	5	Res	0%
APEC Petroleum	1	0	0	0	0	1	0	5	0	1	5	1	NR	66%
Lantana Airport SDA1	0	0	0	0	0	0	0	18	0	0	69	0	NR	0%
Lake Worth Corners	0	0	0	12	0	0	0	2	3	0	9	0	Res	0%
Waterside Plaza	0	0	0	1	0	0	0	4	1	0	3	0	NR	75%
Mid-County Center	0	0	0	0	0	0	0	4	0	0	7	1	NR	49%
Lantana Airport SDA2	0	0	0	0	0	0	0	3	0	0	13	0	NR	0%
Walmart-Palm Springs	0	0	0	0	0	0	0	4	0	0	3	0	NR	75%
Palm Springs Park of Commerce	0	0	0	1	1	0	0	0	0	0	1	1	NR	75%
Golden Roads Apartments	0	0	0	1	1	0	0	2	0	0	9	1	Res	0%
Total Committed Developments	7	6	0	23	10	3	0	70	10	1	148	12		
Total Committed Residential	3	3	0	18	6	2	0	11	6	0	28	6		
Total Committed Non-Residential	4	3	0	5	4	1	0	59	4	1	120	6		
Double Count Reduction	1	1	0	1	1	0	0	3	1	0	7	1		
Total Discounted Committed	6	5	0	22	9	3	0	67	9	1	141	11		
Historical Growth	42	43	47	19	22	65	17	511	12	94	565	38		
Comm Dev+1% Growth	13	12	8	25	13	14	3	156	11	17	239	18		
Growth Volume Used	42	43	47	25	22	65	17	511	12	94	565	38		
Total Volume	143	146	159	70	76	221	58	1741	42	319	1924	130		

E-W Street: 2nd Ave N
 N-S STREET: Congress Ave
 TIME PERIOD: PM
 GROWTH RATE: 5.09%
 SIGNAL ID: 36800

Input Data
 COUNT DATE: 05/01/2019
 CURRENT YEAR: 2019
 ANALYSIS YEAR: 2026
 PSF: 1.02

Report Created
 02/10/2022

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	85	59	80	53	113	199	90	1514	57	178	1537	165		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	87	60	82	54	115	203	92	1544	58	182	1568	168		
Committed Developments														
WAWA - SEC 10th and Military Trail	0	0	0	0	0	0	0	6	0	0	6	0	NR	20%
McDonalds Congress Ave	0	0	0	0	0	0	0	4	0	0	4	0	NR	81%
The Villages II at Lake Osborne	0	0	0	0	0	1	0	1	0	2	2	0	Res	70%
Lake Worth Middle School	1	1	0	1	1	0	0	2	1	0	2	1	NR	77.20%
Boutwell Road Apartments	6	6	0	4	4	0	0	11	6	0	7	4	Res	0%
APEC Petroleum	1	0	0	0	0	1	0	5	0	1	5	1	NR	66%
Lantana Airport SDA1	0	0	0	0	0	0	0	67	0	0	25	0	NR	0%
Lake Worth Corners	0	0	0	13	0	0	0	15	18	0	11	0	Res	0%
Waterside Plaza	0	0	0	2	0	0	0	11	2	0	11	0	NR	75%
Mid-County Center	1	0	0	0	0	0	0	7	0	0	4	0	NR	49%
Lantana Airport SDA2	0	0	0	0	0	0	0	16	0	0	5	0	NR	0%
Walmart-Palm Springs	0	0	0	0	0	0	0	15	0	0	16	0	NR	75%
Palm Springs Park of Commerce	2	2	0	1	1	0	0	2	2	0	1	1	NR	75%
Golden Roads Apartments	1	1	0	1	1	0	0	9	1	0	5	1	Res	0%
Total Committed Developments	12	10	0	22	7	2	0	171	30	3	104	8		
Total Committed Residential	7	7	0	18	5	1	0	36	25	2	25	5		
Total Committed Non-Residential	5	3	0	4	2	1	0	135	5	1	79	3		
Double Count Reduction	1	1	0	1	0	0	0	9	1	0	6	1		
Total Discounted Committed	11	9	0	21	7	2	0	162	29	3	98	7		
Historical Growth	36	25	34	22	48	84	38	642	24	76	652	70		
Comm Dev+1% Growth	17	13	6	25	15	17	7	273	33	16	211	19		
Growth Volume Used	36	25	34	25	48	84	38	642	33	76	652	70		
Total Volume	123	85	116	79	163	287	130	2186	91	258	2220	238		

APPENDIX C

TEST 1 PART 1: INTERSECTION ANALYSIS

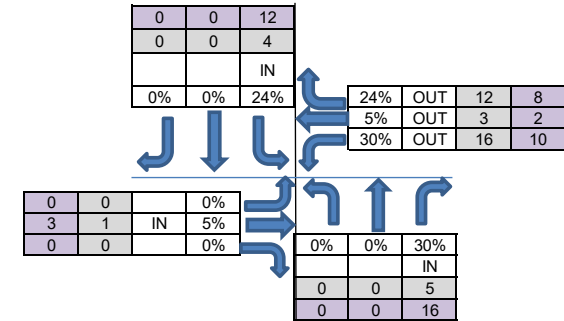
**CMA INTERSECTION ANALYSIS
RESIDENCES AT LAKE WORTH
2ND AVENUE N AT CONGRESS AVENUE**

02/09/22

INPUT DATA			
Comments:			
Area Wide Growth Rate = 3.48%	Peak Season = 1.02	Current Year = 2019	Buildout Year = 2026

AM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	40	1206	29	221	1332	90	99	101	110	44	53	153
Peak Season Adjustment	1	24	1	4	27	2	2	2	2	1	1	3
Background Traffic Growth	11	333	8	61	368	25	27	28	30	12	15	42
1.0% Background Growth	3	89	2	16	98	7	7	7	8	3	4	11
Major Projects Traffic	0	33	5	0	89	3	3	3	0	14	3	0
1% BGR + Major Projects	3	122	7	16	187	10	10	10	8	17	7	11
Project Traffic	0	0	5	4	0	0	0	1	0	16	3	12
Total	44	1352	42	246	1546	101	111	114	120	78	64	179
Approach Total	1,437			1,893			346			321		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	3	<	1	3	<	1	1	<	>	1	<
Per Lane Volume	44	465		246	549		111	235		321		
Right on Red			10			10			10			
Overlaps Left			321			111			44			
Adj. Per Lane Volume	44	455		246	539		111	225		311		
Through/Right Volume			455			539			225			
Opposing Left Turns			246			44			311			
Critical Volume for Approach			700			583			536			
Critical Volume for Direction				700						536		
Intersection Critical Volume							1,236					
STATUS?	NEAR											

TRIPS		
	IN	OUT
AM	18	52
PM	52	34



PM Peak Hour												
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	90	1514	57	178	1537	165	85	59	80	53	113	199
Peak Season Adjustment	2	30	1	4	31	3	2	1	2	1	2	4
Background Traffic Growth	25	418	16	49	424	46	23	16	22	15	31	55
1.0% Background Growth	7	111	4	13	113	12	6	4	6	4	8	15
Major Projects Traffic	0	104	20	0	60	0	0	0	0	15	0	0
1% BGR + Major Projects	7	215	24	13	173	12	6	4	6	19	8	15
Project Traffic	0	0	16	12	0	0	0	3	0	10	2	8
Total	98	1760	98	207	1741	180	93	68	87	83	126	226
Approach Total	1,956			2,128			248			434		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	3	<	1	3	<	1	1	<	>	1	<
Per Lane Volume	98	619		207	640		93	155		434		
Right on Red			10			10			10			
Overlaps Left			434			93			98			
Adj. Per Lane Volume	98	609		207	630		93	145		424		
Through/Right Volume			609			630			145			
Opposing Left Turns			207			98			424			
Critical Volume for Approach			816			729			569			
Critical Volume for Direction				816						569		
Intersection Critical Volume							1,385					
STATUS?	NEAR											

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
25500	15th St/LA Kirksey	Tamarind Ave	12/20/2017	7:30 AM	0	31	261	53	0	31	259	91	0	52	133	36	0	31	58	95	1131
25500	15th St/LA Kirksey	Tamarind Ave	12/20/2017	4:45 PM	0	25	274	30	0	19	243	83	0	58	64	36	0	27	133	28	1020
20500	20th St	US-1/Broadway	5/20/2020	7:45 AM	0	13	516	2	3	5	673	10	0	8	0	6	0	0	0	3	1239
20500	20th St	US-1/Broadway	5/20/2020	4:45 PM	1	19	793	4	2	2	670	15	0	17	0	13	0	3	0	6	1545
24600	25th St	Australian Ave	1/31/2019	7:30 AM	1	0	952	253	0	163	885	0	0	0	0	0	0	246	0	114	2614
24600	25th St	Australian Ave	1/31/2019	12:45 PM	0	0	454	151	2	91	363	0	0	0	0	0	0	168	0	91	1320
24600	25th St	Australian Ave	1/31/2019	4:45 PM	0	0	880	240	5	171	776	0	0	0	0	0	0	320	0	144	2536
24600	25th St	Australian Ave	9/7/2016	7:30 AM	3	0	786	297	4	169	786	0	0	0	0	0	0	230	0	148	2423
24600	25th St	Australian Ave	9/7/2016	12:45 PM	0	0	489	216	6	104	490	0	0	1	0	0	0	216	0	137	1659
24600	25th St	Australian Ave	9/7/2016	4:45 PM	0	0	754	253	6	155	886	0	0	0	0	1	0	281	0	181	2517
24670	25th St	US-1/Broadway	2/21/2019	7:30 AM	0	6	138	9	0	286	405	177	0	79	74	24	0	2	28	173	1401
24670	25th St	US-1/Broadway	2/21/2019	12:00 PM	0	10	148	6	0	180	312	108	0	74	44	19	0	12	64	185	1162
24670	25th St	US-1/Broadway	2/21/2019	4:30 PM	0	21	372	11	0	232	352	213	0	81	39	12	0	10	70	313	1726
24670	25th St	US-1/Broadway	9/8/2016	7:30 AM	0	14	132	3	0	373	470	166	0	75	66	18	0	3	38	203	1561
24670	25th St	US-1/Broadway	9/8/2016	11:30 AM	0	11	143	7	1	170	263	88	0	66	60	22	0	10	36	219	1096
24670	25th St	US-1/Broadway	9/8/2016	4:30 PM	0	13	305	6	0	178	282	186	0	66	28	17	0	6	44	373	1504
36800	2nd Ave N	Congress Ave	5/1/2019	7:00 AM	8	32	1206	29	18	203	1332	90	0	99	101	110	0	44	53	153	3478
36800	2nd Ave N	Congress Ave	5/1/2019	12:00 PM	27	34	1139	34	37	111	1165	91	0	73	39	60	0	42	26	135	3013
36800	2nd Ave N	Congress Ave	5/1/2019	4:45 PM	21	69	1514	57	25	153	1537	165	0	85	59	80	0	53	113	199	4130
36925	2nd Ave N	US-1 DIXIE HWY	4/1/2021	7:45 AM	3	2	365	41	0	43	533	17	0	23	19	8	0	20	4	16	1094
36925	2nd Ave N	US-1 DIXIE HWY	4/1/2021	11:30 AM	7	21	610	91	0	65	709	28	0	27	32	19	0	45	11	22	1687
36925	2nd Ave N	US-1 DIXIE HWY	4/1/2021	4:45 PM	1	20	698	132	0	80	849	34	0	32	26	25	0	53	6	30	1986
36925	2nd Ave N	US-1 DIXIE HWY	9/19/2018	7:30 AM	2	2	449	38	0	38	625	27	0	28	21	7	0	28	1	6	1272
36925	2nd Ave N	US-1 DIXIE HWY	9/19/2018	1:00 PM	0	3	625	41	0	81	670	22	0	20	27	8	0	49	1	31	1578
36925	2nd Ave N	US-1 DIXIE HWY	9/19/2018	4:45 PM	0	0	802	126	0	57	836	28	0	24	35	14	0	52	1	21	1996
36950	2nd Ave N	US-1 FEDERREAL HWY	5/3/2018	7:30 AM	0	0	356	7	0	31	341	0	0	47	16	25	0	0	0	0	823
36950	2nd Ave N	US-1 FEDERREAL HWY	5/3/2018	4:30 PM	0	0	425	10	0	31	352	0	0	38	29	73	0	0	0	0	958
23800	36th St	Australian Ave	10/18/2017	7:15 AM	1	0	869	46	4	144	880	0	0	0	0	0	0	170	0	228	2342
23800	36th St	Australian Ave	10/18/2017	12:00 PM	1	0	526	63	1	147	583	0	0	0	0	0	0	64	0	139	1524
23800	36th St	Australian Ave	10/18/2017	4:45 PM	0	0	968	121	1	235	1187	0	0	0	0	0	0	147	0	198	2857
23815	36th St	US-1/Broadway	5/20/2019	7:30 AM	0	14	539	39	0	113	980	16	0	23	12	19	0	26	35	156	1972
23815	36th St	US-1/Broadway	5/20/2019	12:15 PM	0	12	500	9	0	46	566	16	0	24	6	9	0	17	6	87	1298
23815	36th St	US-1/Broadway	5/20/2019	4:45 PM	0	24	826	10	0	72	900	37	0	38	10	13	0	24	18	143	2115
26915	3rd St	N Quadrille Bl	10/23/2019	7:05 AM	0	34	394	33	0	5	172	116	0	109	84	12	0	10	39	2	1010
26915	3rd St	N Quadrille Bl	10/23/2019	11:45 AM	0	32	345	47	0	3	289	195	0	47	30	21	0	15	54	2	1080
26915	3rd St	N Quadrille Bl	10/23/2019	4:30 PM	0	25	408	10	0	3	414	486	0	75	25	24	0	18	78	7	1573

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	0.99	1.02
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.06	1.09
39	09/22/2019 - 09/28/2019	1.05	1.08
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

APPENDIX D

TEST 2 ANALYSIS: LINK ANALYSIS

RESIDENCES AT LAKE WORTH

02/09/22

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

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 52

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
4677	2ND AVENUE	LAKE WORTH ROAD	CONGRESS AVENUE	5%	3	2	I	880	0.34%	NO
4679	2ND AVENUE	CONGRESS AVENUE	SITE	60%	31	2	I	880	3.52%	YES
4679	2ND AVENUE	SITE	BOUTWELL ROAD	40%	21	2	I	880	2.39%	NO
4647	LAKE WORTH ROAD	KIRK ROAD	2ND AVENUE	23%	12	6D	II	2830	0.42%	NO
4647	LAKE WORTH ROAD	2ND AVENUE	CONGRESS AVENUE	19%	10	6D	II	2830	0.35%	NO
4651	LAKE WORTH ROAD	CONGRESS AVENUE	BOUTWELL ROAD	10%	5	4D	II	1870	0.27%	NO
N/A	LAKE WORTH ROAD	BOUTWELL ROAD	A STREET	9%	5	4D	II	1870	0.27%	NO
4604	CONGRESS AVENUE	10TH AVENUE N	FRENCH AVENUE	24%	12	6D	II	2830	0.42%	NO
4620	CONGRESS AVENUE	FRENCH AVENUE	2ND AVENUE	24%	12	6D	II	2830	0.42%	NO
4620	CONGRESS AVENUE	2ND AVENUE	LAKE WORTH AVENUE	30%	16	6D	II	2830	0.57%	NO
4622	CONGRESS AVENUE	LAKE WORTH AVENUE	6TH AVENUE S	10%	5	6D	II	2830	0.18%	NO
4676	BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	30%	16	2	I	880	1.82%	NO
N/A	BOUTWELL ROAD	2ND AVENUE NORTH	LAKE WORTH ROAD	10%	5	2	I	880	0.57%	NO

RESIDENCES AT LAKE WORTH

02/09/22

**TABLE 10
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 52

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
4677	2ND AVENUE	LAKE WORTH ROAD	CONGRESS AVENUE	5%	3	2	I	880	0.34%	NO
4679	2ND AVENUE	CONGRESS AVENUE	SITE	60%	31	2	I	880	3.52%	YES
4679	2ND AVENUE	SITE	BOUTWELL ROAD	40%	21	2	I	880	2.39%	NO
4647	LAKE WORTH ROAD	KIRK ROAD	2ND AVENUE	23%	12	6D	II	2830	0.42%	NO
4647	LAKE WORTH ROAD	2ND AVENUE	CONGRESS AVENUE	19%	10	6D	II	2830	0.35%	NO
4651	LAKE WORTH ROAD	CONGRESS AVENUE	BOUTWELL ROAD	10%	5	4D	II	1870	0.27%	NO
N/A	LAKE WORTH ROAD	BOUTWELL ROAD	A STREET	9%	5	4D	II	1870	0.27%	NO
4604	CONGRESS AVENUE	10TH AVENUE N	FRENCH AVENUE	24%	12	6D	II	2830	0.42%	NO
4620	CONGRESS AVENUE	FRENCH AVENUE	2ND AVENUE	24%	12	6D	II	2830	0.42%	NO
4620	CONGRESS AVENUE	2ND AVENUE	LAKE WORTH AVENUE	30%	16	6D	II	2830	0.57%	NO
4622	CONGRESS AVENUE	LAKE WORTH AVENUE	6TH AVENUE S	10%	5	6D	II	2830	0.18%	NO
4676	BOUTWELL ROAD	10TH AVENUE N	2ND AVENUE NORTH	30%	16	2	I	880	1.82%	NO
N/A	BOUTWELL ROAD	2ND AVENUE NORTH	LAKE WORTH ROAD	10%	5	2	I	880	0.57%	NO

TABLE 11
AM PEAK HOUR - TEST 2

TEST 2 - FIVE YEAR ANALYSIS
 1 MILE RADIUS OF DEVELOPMENT INFLUENCE
 AREA WIDE GROWTH RATE = 3.48%
 TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 18
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 52

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2026 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	MEETS LOS STD.
2ND AVENUE	CONGRESS AVENUE	SITE	EB	2020	326	60%	11	74	12	20	74	411	2	I	880	YES
			WB	2020	197	60%	31	45	24	12	45	273	2	I	880	YES

TABLE 12
PM PEAK HOUR - TEST 2

TEST 2 - FIVE YEAR ANALYSIS
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 3.48%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 52
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2026 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	MEETS LOS STD.
2ND AVENUE	CONGRESS AVENUE	SITE	EB	2020	320	60%	31	73	33	20	73	424	2	I	880	YES
			WB	2020	391	60%	20	89	25	24	89	500	2	I	880	YES