PTC
Transportation Consultants

601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698

December 22, 2025

Mr. Linkon Bhattacharjee
CPH, LLC
500 W. Fulton St.
Sanford, FL 32771

Re: Westlake Free-Standing Discount Supercenter - #PTC24-088
Supplemental Traffic Report

Dear Mr. Bhattacharjee:

The purpose of this letter is to provide supplemental traffic analyses to the submitted Concurrency Traffic Impact Analysis dated November 20, 2025, for the referenced project. This supplemental analysis responds to comments from the City of Westlake.

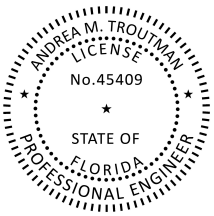
The City has requested more detailed intersection analyses per Traffic Comment #28. A summary of the intersection analysis is provided on **Attachment 1** with the analyses provided in the **Appendix A** of this report.

The City has requested a roadway link analysis of Town Center Parkway S west of Seminole Pratt-Whitney Road per Traffic Comment #30. The link capacity analysis showing operation at adopted standards is provided on **Attachment 2**.

The City has requested a turn lane analysis of the Access Drive with Seminole Pratt-Whitney Road per Traffic Comment #31. The analysis is provided on **Attachment 3** with the backup included in **Appendix B**. A northbound left turn lane is warranted with a storage length of 280 feet with a 50 foot taper per County standards. A southbound right tun lane is warranted with a storage length of 320 feet with a 50 foot taper per County standards.

Please contact me by phone or at atroutman@pindertroutman.com if you need any additional information or have any questions.

Sincerely,



Digitally signed by
Andrea M Troutman
Date: 2025.12.22
12:23:36 -05'00'

Andrea M. Troutman, P.E.
President

Attachments

Andrea M. Troutman, State of Florida, Professional Engineer, License No. 45409
This item has been electronically signed and sealed by Andrea M. Troutman, P.E. on 12/22/25 using a Digital Signature.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic

Attachment 1
Westlake Free-Standing Discount Superstore
Supplemental Intersection Analysis (1)

	Year 2028			
	AM Peak Hour		PM Peak Hour	
Intersection	Inters. Delay (sec)	LOS	Inters. Delay (sec)	LOS
60th Street / Seminole Pratt-Whitney Road				
Existing Lanes				
With Project	96.9	F	62.1	E
Improvements (2)				
With Project	32.2	C	32.0	C
Town Center Parkway South / Seminole Pratt-Whitney Road				
Existing Lanes (3)				
With Project	22.0	C	52.6	D
Persimmon Blvd / Seminole Pratt-Whitney Road				
Existing Lanes (3)				
With Project	32.2	C	46.7	D

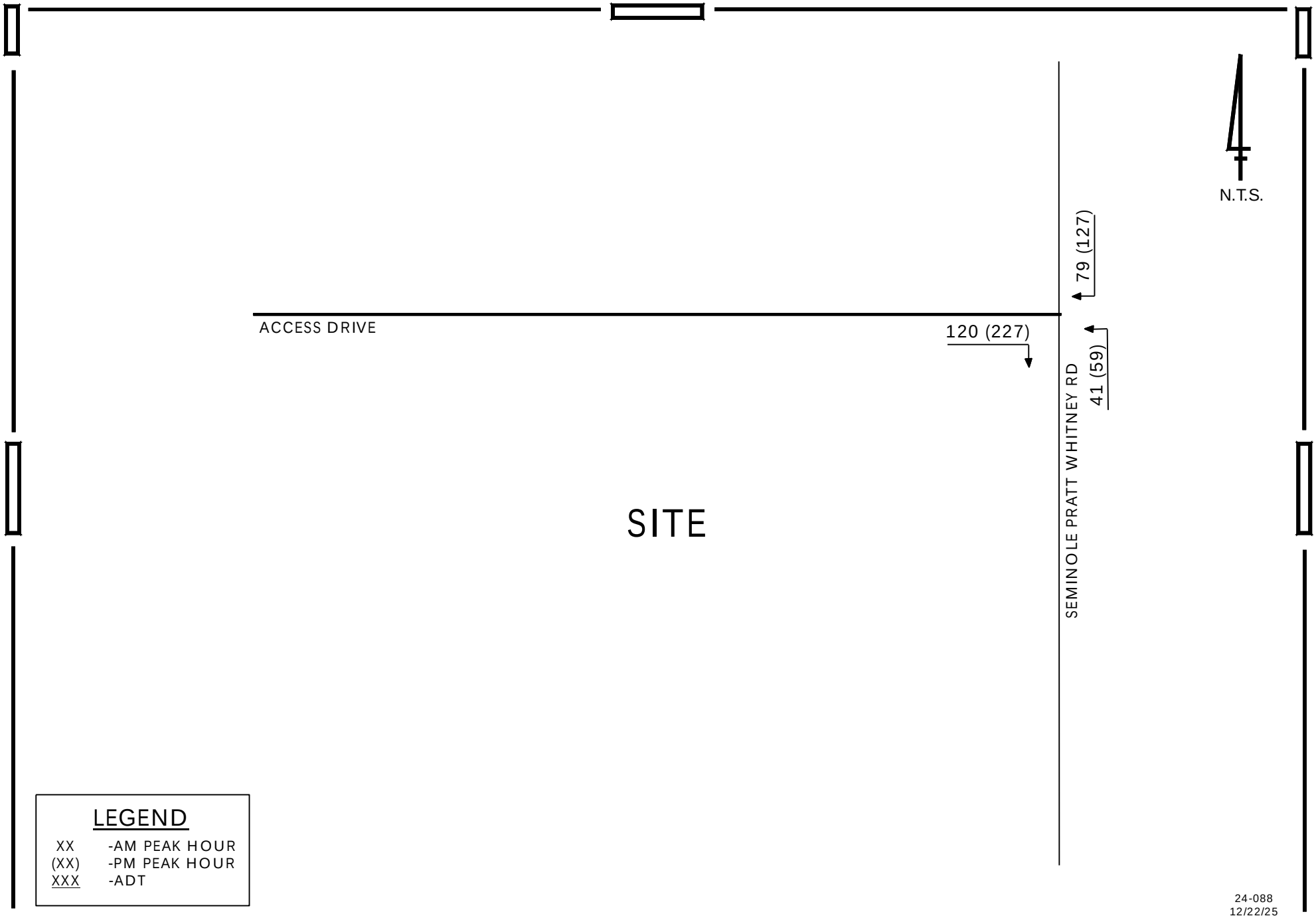
(1) See Appendix A for intersection capacity analyses.
(2) Includes EB right and second NB left turn lanes.
(3) Includes optimized timing.

Attachment 2
Westlake Free-Standing Discount Superstore
Town Center Parkway South Link Analysis

Roadway	Link	Dir	Lanes	AM PEAK HOUR				
				Total Bkgd. [1]	Project [1]	Total (2028)	Service Volume	Meets Std?
Town Center Parkway South	Site to Seminole Pratt Whitney Rd	EB	2L	169	100	269	880	Yes
	Site to Seminole Pratt Whitney Rd	WB	2L	165	217	382	880	Yes

Roadway	Link	Dir	Lanes	PM PEAK HOUR				
				Total Bkgd. [1]	Project [1]	Total (2028)	Service Volume	Meets Std?
Town Center Parkway South	Site to Seminole Pratt Whitney Rd	EB	2L	219	217	436	880	Yes
	Site to Seminole Pratt Whitney Rd	WB	2L	300	210	510	880	Yes

(1) Traffic volumes from intersection analysis with Seminole Pratt-Whitney Road included in November 20th traffic analysis.



24-088
12/22/25

WESTLAKE FREE-STANDING
DISCOUNT SUPERSTORE

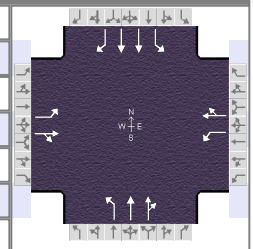
ATTACHMENT 3
ACCESS DRIVE VOLUMES

PTC

APPENDIX A

HCS Signalized Intersection Results Summary

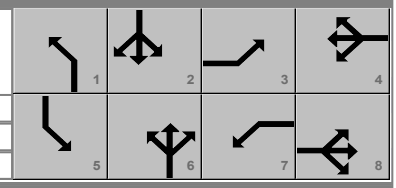
General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	AM Total	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	60th Street & SPW Rd	File Name	60th AM Total.xus		
Project Description	Westlake Walmart				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	162	517	0	59	24	328	1460	18	35	1212	14

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.9	7.7	56.3	3.7	24.3	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.5	3.5	0.0



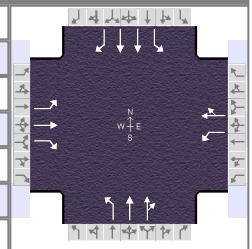
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.2	42.0	0.0	31.8	24.7	78.1	9.9	63.3
Change Period, ($Y+R_c$), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	0.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	4.6	36.4		7.5	17.6		3.5	
Green Extension Time (g_e), s	0.0	0.0	0.0	1.8	0.3	0.0	0.0	0.0
Phase Call Probability	0.80	1.00		1.00	1.00		0.74	
Max Out Probability	1.00	1.00		0.01	0.15		0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	45	715		0	87		345	779	777	37	1276	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1480		1781	1778		1781	1870	1862	1781	1781	1585
Queue Service Time (g_s), s	2.6	34.4		0.0	5.5		15.6	33.0	33.1	1.5	37.4	0.5
Cycle Queue Clearance Time (g_c), s	2.6	34.4		0.0	5.5		15.6	33.0	33.1	1.5	37.4	0.5
Green Ratio (*g/C*)	0.23	0.27		0.14	0.19		0.59	0.55	0.55	0.46	0.43	0.43
Capacity (*c*), veh/h	294	392		57	331		363	1023	1019	189	1552	691
Volume-to-Capacity Ratio (*X*)	0.154	1.822		0.000	0.264		0.951	0.761	0.763	0.195	0.822	0.021
Back of Queue (*Q*), ft/ln (95 th percentile)	52	2147		0	109		329	396	396	28	504	9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	84.5		0.0	4.3		13.0	15.6	15.6	1.1	19.8	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.7	47.8		0.0	45.3		28.3	12.4	12.4	21.0	23.2	15.5
Incremental Delay (d_2), s/veh	0.1	379.8		0.0	0.2		26.3	5.3	5.4	0.2	5.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.8	427.5		0.0	45.4		54.6	17.8	17.9	21.2	28.2	15.5
Level of Service (LOS)	D	F			D		D	B	B	C	C	B
Approach Delay, s/veh / LOS	404.5	F		45.4	D		24.5	C		27.9	C	
Intersection Delay, s/veh / LOS	96.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.46	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.74	B	0.63	A	2.06	B	1.58	B

HCS Signalized Intersection Results Summary

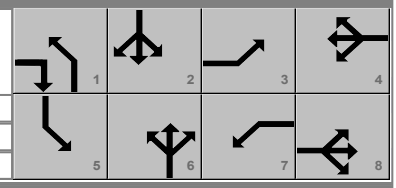
General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	AM Total w/Impr.	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	60th Street & SPW Rd	File Name	60th AM Total w-Impr.xus		
Project Description	Westlake Walmart				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	162	517	0	59	24	328	1460	18	35	1212	14

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.9	7.7	56.4	3.7	24.3	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.5	3.5	0.0	



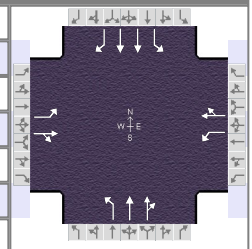
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.2	42.0	0.0	31.8	24.6	78.1	9.9	63.4
Change Period, ($Y+R_c$), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	0.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	4.6	36.4		7.5	17.6		3.5	
Green Extension Time (g_e), s	0.0	0.0	0.0	1.6	0.3	0.0	0.0	0.0
Phase Call Probability	0.80	1.00		1.00	1.00		0.74	
Max Out Probability	1.00	1.00		0.00	0.15		0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	45	171	544	0	87		345	779	777	37	1276	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1427	1781	1778		1781	1870	1862	1781	1781	1585
Queue Service Time (g_s), s	2.6	9.6	34.4	0.0	5.5		15.6	33.0	33.1	1.5	37.3	0.5
Cycle Queue Clearance Time (g_c), s	2.6	9.6	34.4	0.0	5.5		15.6	33.0	33.1	1.5	37.3	0.5
Green Ratio (*g/C*)	0.23	0.27	0.40	0.14	0.19		0.59	0.55	0.55	0.46	0.43	0.43
Capacity (*c*), veh/h	293	496	568	268	331		363	1023	1019	189	1554	692
Volume-to-Capacity Ratio (*X*)	0.154	0.344	0.958	0.000	0.264		0.951	0.761	0.763	0.195	0.821	0.021
Back of Queue (*Q*), ft/ln (95 th percentile)	52	197	702	0	109		329	396	396	28	502	9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	7.7	27.7	0.0	4.3		12.9	15.6	15.6	1.1	19.8	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.7	38.6	38.0	0.0	45.3		28.2	12.4	12.4	21.0	23.1	15.4
Incremental Delay (d_2), s/veh	0.1	0.2	27.2	0.0	0.2		26.3	5.3	5.4	0.2	5.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.8	38.8	65.2	0.0	45.4		54.5	17.8	17.8	21.2	28.1	15.5
Level of Service (LOS)	D	D	E		D		D	B	B	C	C	B
Approach Delay, s/veh / LOS	57.8	E		45.4	D		24.5	C		27.8	C	
Intersection Delay, s/veh / LOS	32.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.46	B	1.90	B	2.11	B
Bicycle LOS Score / LOS	1.74	B	0.63	A	2.06	B	1.58	B

HCS Signalized Intersection Results Summary

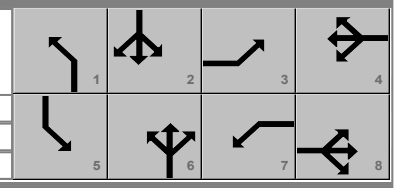
General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	PM Total	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	60th Street & SPW Rd	File Name	60th PM Total.xus		
Project Description	Westlake West Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	104	365	0	176	69	475	1356	12	49	1252	43

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	12.5	49.0	3.4	21.5	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.5	3.5	0.0



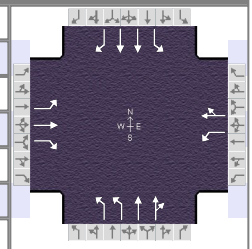
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.9	39.0	0.0	29.0	30.0	75.5	10.5	56.0
Change Period, ($Y+R_c$), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	0.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	4.4	33.5		19.5	25.1		4.2	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Phase Call Probability	0.78	1.00		1.00	1.00		0.83	
Max Out Probability	1.00	1.00		1.00	1.00		0.24	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	43	494		0	258		500	721	719	52	1318	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1641		1781	1780		1781	1870	1864	1781	1781	1585
Queue Service Time (g_s), s	2.4	31.5		0.0	17.5		23.1	26.7	26.7	2.2	43.6	1.8
Cycle Queue Clearance Time (g_c), s	2.4	31.5		0.0	17.5		23.1	26.7	26.7	2.2	43.6	1.8
Green Ratio (*g/C*)	0.22	0.25		0.12	0.17		0.59	0.55	0.55	0.42	0.39	0.39
Capacity (*c*), veh/h	142	413		59	307		403	1025	1022	225	1395	621
Volume-to-Capacity Ratio (*X*)	0.303	1.195		0.000	0.841		1.239	0.703	0.704	0.229	0.945	0.073
Back of Queue (*Q*), ft/ln (95 th percentile)	49	928		0	356		954	320	319	40	638	31
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	36.5		0.0	14.0		37.6	12.6	12.6	1.6	25.1	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.0	46.8		0.0	50.1		35.4	11.2	11.2	21.9	28.6	18.6
Incremental Delay (d_2), s/veh	0.4	109.0		0.0	17.6		127.2	4.0	4.1	0.2	14.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.4	155.8		0.0	67.6		162.6	15.2	15.2	22.0	42.7	18.8
Level of Service (LOS)	D	F			E		F	B	B	C	D	B
Approach Delay, s/veh / LOS	146.6	F		67.6	E		53.2	D		41.2	D	
Intersection Delay, s/veh / LOS	62.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.46	B	1.90	B	1.92	B
Bicycle LOS Score / LOS	1.37	A	0.91	A	2.09	B	1.65	B

HCS Signalized Intersection Results Summary

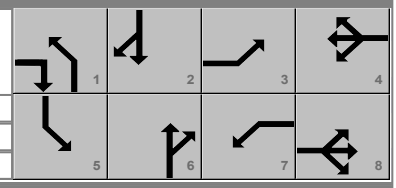
General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	PM Total w/Impr 2	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	60th Street & SPW Rd	File Name	60th PM Total w-Impr 2.xus		
Project Description	Westlake West Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	104	365	0	176	69	475	1356	12	49	1252	43

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	8.7	53.0	3.5	20.2	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	2.0	2.0	2.0	2.5	3.5	0.0	



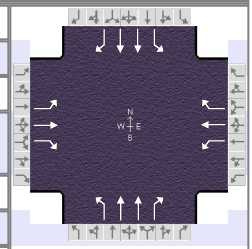
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	10.0	37.6	0.0	27.7	27.3	75.7	11.7	60.0
Change Period, (*Y+R c*), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	0.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s	4.5	25.8		19.8	19.5		5.6	
Green Extension Time (*g e*), s	0.0	0.9	0.0	0.4	0.8	0.0	0.0	0.0
Phase Call Probability	0.78	1.00		1.00	1.00		0.83	
Max Out Probability	1.00	0.33		1.00	0.03		0.27	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	43	109	384	0	258		500	721	719	52	1318	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1585	1781	1780		1730	1870	1864	1781	1781	1585
Queue Service Time (*g s*), s	2.5	5.9	23.8	0.0	17.8		17.5	26.5	26.5	3.6	39.7	1.6
Cycle Queue Clearance Time (*g c*), s	2.5	5.9	23.8	0.0	17.8		17.5	26.5	26.5	3.6	39.7	1.6
Green Ratio (*g/C*)	0.21	0.24	0.40	0.11	0.16		0.16	0.55	0.55	0.04	0.42	0.42
Capacity (*c*), veh/h	129	451	640	266	287		563	1028	1025	66	1511	672
Volume-to-Capacity Ratio (*X*)	0.335	0.243	0.600	0.000	0.898		0.888	0.701	0.702	0.777	0.872	0.067
Back of Queue (*Q*), ft/ln (95 th percentile)	50	122	349	0	377		307	316	315	78	541	28
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.8	13.7	0.0	14.8		12.1	12.4	12.4	3.1	21.3	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	42.1	38.2	29.3	0.0	51.4		47.8	11.1	11.1	58.9	24.2	16.0
Incremental Delay (*d 2*), s/veh	0.6	0.1	1.0	0.0	25.2		8.2	4.0	4.0	7.1	7.2	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	42.7	38.3	30.3	0.0	76.6		56.1	15.0	15.1	66.0	31.5	16.2
Level of Service (LOS)	D	D	C		E		E	B	B	E	C	B
Approach Delay, s/veh / LOS	32.9	C		76.6	E		25.6	C		32.3	C	
Intersection Delay, s/veh / LOS	32.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.46	B	1.90	B	2.28	B
Bicycle LOS Score / LOS	1.37	A	0.91	A	2.09	B	1.65	B

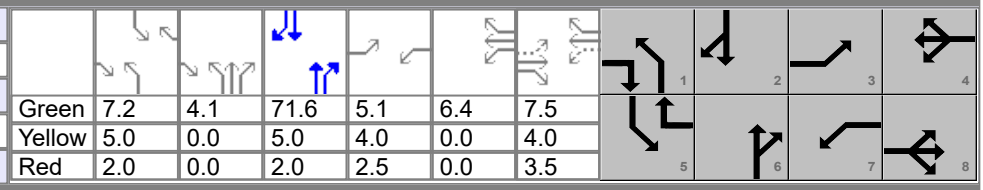
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	AM Total, Opt.Timing	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Town Center Pkwy S &…	File Name	TCP South AM Total Opt..xus		
Project Description	Westlake Walmart				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	56	157	152	74	50	125	1326	163	75	1569	85

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	4.1	71.6	5.1	6.4	7.5
Yellow	5.0	0.0	5.0	4.0	0.0	4.0
Red	2.0	0.0	2.0	2.5	0.0	3.5

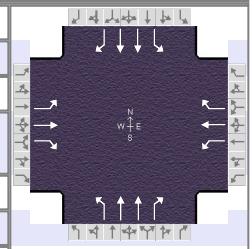
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.6	15.0	18.0	21.4	18.4	82.8	14.2	78.6
Change Period, ($Y+R_c$), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	5.9	9.5	12.8	7.0	11.4		7.7	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0
Phase Call Probability	0.87	1.00	1.00	1.00	0.99		0.94	
Max Out Probability	1.00	1.00	1.00	0.04	0.49		0.63	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	57	59	102	160	78	53	132	1396	172	79	1652	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1427	1781	1870	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	3.9	4.0	7.5	10.8	5.0	3.7	9.4	23.8	3.7	5.7	41.9	2.1
Cycle Queue Clearance Time (g_c), s	3.9	4.0	7.5	10.8	5.0	3.7	9.4	23.8	3.7	5.7	41.9	2.1
Green Ratio (*g/C*)	0.10	0.06	0.15	0.16	0.11	0.16	0.09	0.58	0.58	0.06	0.55	0.55
Capacity (*c*), veh/h	195	108	207	249	200	258	156	2075	924	99	1962	873
Volume-to-Capacity Ratio (*X*)	0.292	0.546	0.493	0.642	0.390	0.204	0.844	0.673	0.186	0.795	0.842	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	79	89	139	220	108	67	212	252	56	123	440	34
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	3.5	5.5	8.7	4.2	2.6	8.3	9.9	2.2	4.8	17.3	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	54.7	59.6	51.2	50.5	54.1	47.2	56.6	8.7	6.5	59.4	13.3	8.0
Incremental Delay (d_2), s/veh	0.3	3.3	0.7	4.3	0.5	0.1	17.1	1.8	0.4	8.0	4.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	55.0	62.9	51.8	54.8	54.6	47.3	73.6	10.5	6.9	67.4	17.9	8.3
Level of Service (LOS)	E	E	D	D	D	D	E	B	A	E	B	A
Approach Delay, s/veh / LOS	55.7	E		53.4	D		15.0	B		19.6	B	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.09	B	2.18	B
Bicycle LOS Score / LOS	0.85	A	0.97	A	1.89	B	1.99	B

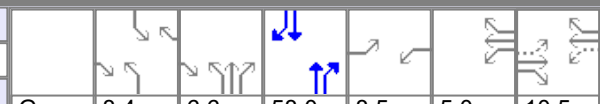
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	PM Total; Opt Timing	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Town Center Pkwy S &…	File Name	TCP South PM Total.xus		
Project Description	Westlake Walmart				

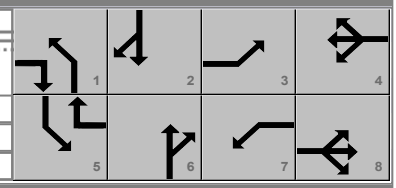


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	115	174	224	147	48	266	1757	225	92	1524	97

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.4	6.6	58.0	8.5	5.0	10.5
Yellow	5.0	0.0	5.0	4.0	0.0	4.0
Red	2.0	0.0	2.0	2.5	0.0	3.5



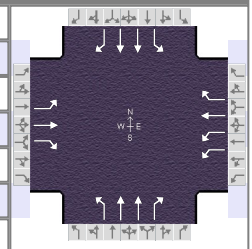
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	18.0	20.0	23.0	22.0	71.6	15.4	65.0
Change Period, ($Y+R_c$), s	6.5	7.5	6.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	10.5	11.1	15.5	11.9	17.0		8.7	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.97	
Max Out Probability	1.00	1.00	1.00	0.68	1.00		0.16	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	155	121	120	236	155	51	280	1849	237	97	1604	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1427	1781	1870	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	8.5	7.9	9.1	13.5	9.9	3.3	15.0	64.6	7.3	6.7	53.8	3.4
Cycle Queue Clearance Time (g_c), s	8.5	7.9	9.1	13.5	9.9	3.3	15.0	64.6	7.3	6.7	53.8	3.4
Green Ratio (*g/C*)	0.15	0.08	0.20	0.20	0.12	0.19	0.12	0.52	0.52	0.07	0.46	0.46
Capacity (*c*), veh/h	214	157	291	276	232	303	214	1840	819	120	1652	735
Volume-to-Capacity Ratio (*X*)	0.722	0.770	0.412	0.854	0.667	0.167	1.310	1.005	0.289	0.808	0.971	0.139
Back of Queue (*Q*), ft/ln (95 th percentile)	51	202	146	328	217	59	644	806	111	142	718	56
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	7.9	5.7	12.9	8.5	2.3	25.4	31.7	4.4	5.6	28.2	2.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	50.5	56.1	43.2	47.9	52.3	42.2	52.5	19.4	10.5	56.1	23.0	13.4
Incremental Delay (d_2), s/veh	9.8	18.8	0.3	21.1	5.8	0.1	168.9	22.2	0.9	7.1	16.2	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	60.4	74.9	43.6	68.9	58.1	42.3	221.4	41.7	11.4	63.2	39.2	13.8
Level of Service (LOS)	E	E	D	E	E	D	F	F	B	E	D	B
Approach Delay, s/veh / LOS	59.7	E		62.1	E		59.9	E		39.1	D	
Intersection Delay, s/veh / LOS	52.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.10	B	2.19	B
Bicycle LOS Score / LOS	1.14	A	1.22	A	2.44	B	1.98	B

HCS Signalized Intersection Results Summary

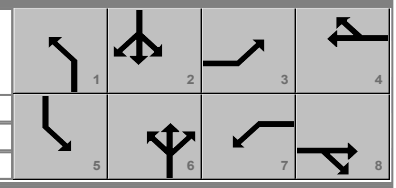
General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	AM Total	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Persimmon Blvd & SPW…	File Name	Persimmon AM Total.xus		
Project Description	Westlake Walmart				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	28	26	50	354	28	131	70	1470	102	70	1947	48

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	73.8	2.7	5.9	7.0	0.0	
Yellow	5.0	5.0	4.0	4.0	4.0	0.0	
Red	2.0	2.0	3.5	3.5	3.5	0.0	



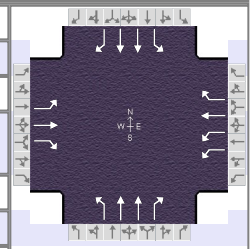
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.2	14.5	23.7	27.9	11.0	80.8	11.0	80.8
Change Period, ($Y+R_c$), s	7.5	7.5	7.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	4.1	6.7	15.7	12.4	4.3		4.3	
Green Extension Time (g_e), s	0.0	0.3	0.4	0.4	0.1	0.0	0.1	0.0
Phase Call Probability	0.66	1.00	1.00	1.00	0.93		0.93	
Max Out Probability	0.00	0.01	0.22	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	29	27	53	373	29	138	74	1547	107	74	2049	51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1427	1730	1870	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	2.1	1.8	4.7	13.7	1.8	10.4	2.3	32.6	2.4	2.3	73.8	1.1
Cycle Queue Clearance Time (g_c), s	2.1	1.8	4.7	13.7	1.8	10.4	2.3	32.6	2.4	2.3	73.8	1.1
Green Ratio (*g/C*)	0.02	0.05	0.05	0.12	0.16	0.16	0.60	0.57	0.57	0.60	0.57	0.57
Capacity (*c*), veh/h	37	101	77	430	294	249	111	2022	900	216	2022	900
Volume-to-Capacity Ratio (*X*)	0.791	0.271	0.684	0.867	0.100	0.553	0.666	0.765	0.119	0.340	1.014	0.056
Back of Queue (*Q*), ft/ln (95 th percentile)	50	40	80	269	37	188	60	328	38	39	803	17
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	1.6	3.2	10.6	1.5	7.4	2.4	12.9	1.5	1.5	31.6	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	63.4	59.0	60.4	55.9	46.9	50.6	31.5	10.8	7.1	16.0	15.8	7.0
Incremental Delay (d_2), s/veh	12.9	0.5	4.0	9.8	0.1	0.7	2.6	2.8	0.3	0.3	23.5	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	76.2	59.6	64.4	65.6	47.0	51.3	34.1	13.6	7.4	16.3	39.3	7.1
Level of Service (LOS)	E	E	E	E	D	D	C	B	A	B	F	A
Approach Delay, s/veh / LOS	66.4	E		61.0	E		14.1	B		37.7	D	
Intersection Delay, s/veh / LOS	32.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	2.26	B	2.09	B
Bicycle LOS Score / LOS	0.67	A	1.38	A	1.91	B	2.28	B

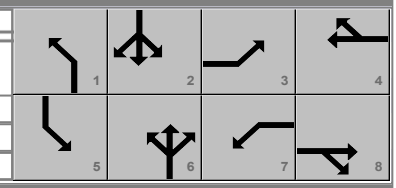
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#24-088	Analysis Date	Dec 16, 2025	Area Type	Other
Jurisdiction	PBC	Time Period	PM Total w/ Opt.Timing	PHF	0.95
Urban Street	Seminole Pratt Whitney…	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Persimmon Blvd & SPW…	File Name	Persimmon PM Total w-Impr.xus		
Project Description	Westlake Walmart				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	103	161	210	61	102	128	1903	179	193	1784	61

Signal Information					EB			WB			NB		
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	6.3	5.6		66.1	6.6	3.2	8.1		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	0.0		5.0	4.0	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0		2.0	3.5	0.0	3.5		

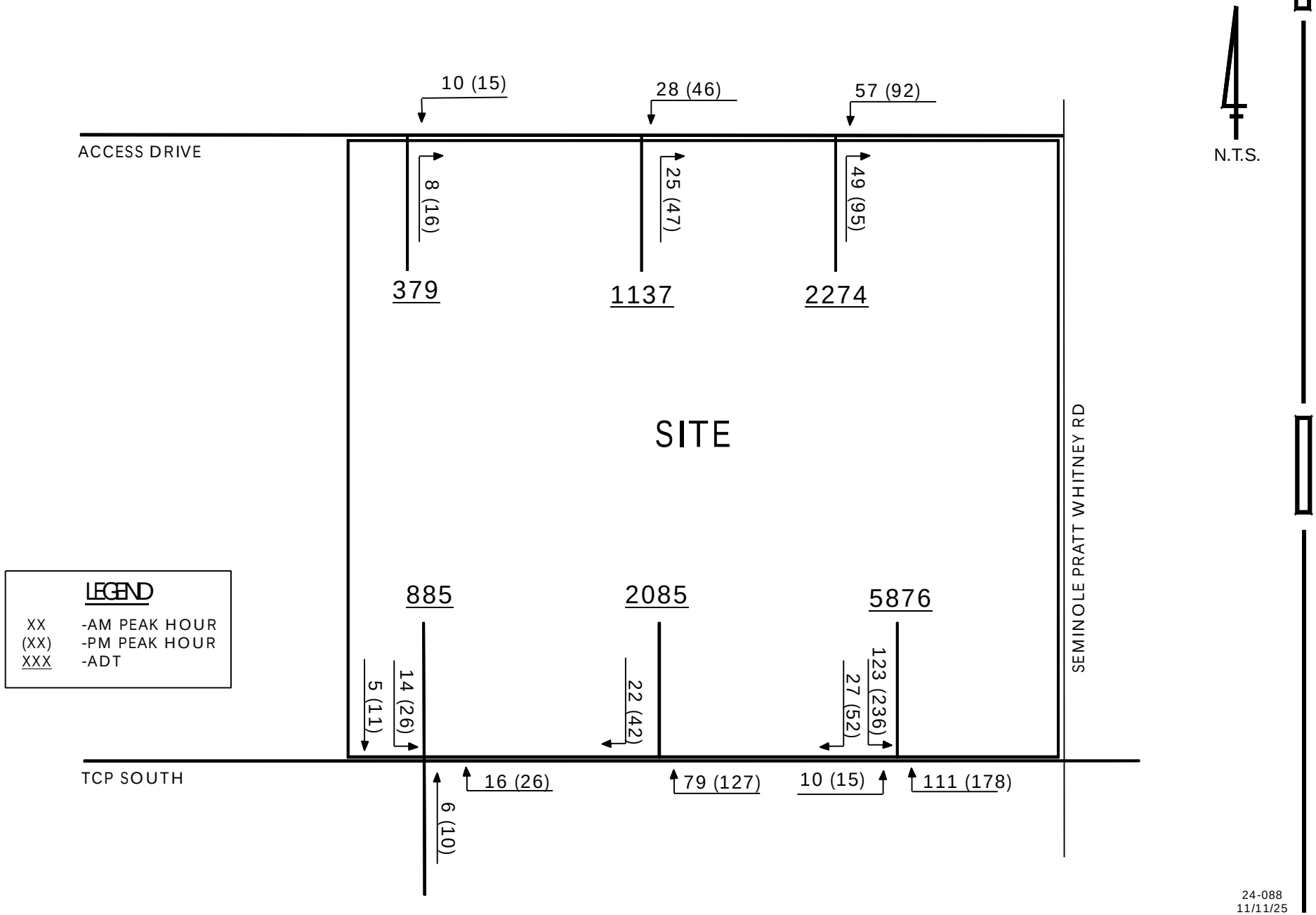


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.1	15.6	17.4	18.9	13.3	73.1	18.9	78.7
Change Period, ($Y+R_c$), s	7.5	7.5	7.5	7.5	7.0	7.0	7.0	7.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.2	10.1	9.9	6.0	6.3		11.9	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Phase Call Probability	0.93	1.00	1.00	1.00	0.99		1.00	
Max Out Probability	1.00	1.00	1.00	0.16	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	75	108	106	221	64	44	135	2003	188	203	1878	64
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1427	1730	1870	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	7.2	8.1	7.9	4.0	3.3	4.3	66.1	5.2	9.9	52.3	1.3
Cycle Queue Clearance Time (g_c), s	5.2	7.2	8.1	7.9	4.0	3.3	4.3	66.1	5.2	9.9	52.3	1.3
Green Ratio (*g/C*)	0.05	0.06	0.06	0.08	0.09	0.09	0.58	0.53	0.53	0.63	0.57	0.57
Capacity (*c*), veh/h	95	121	93	274	170	144	181	1882	838	228	2042	909
Volume-to-Capacity Ratio (*X*)	0.789	0.893	1.148	0.808	0.378	0.307	0.742	1.064	0.225	0.892	0.920	0.071
Back of Queue (*Q*), ft/ln (95 th percentile)	135	220	281	177	86	59	112	981	81	311	487	20
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	8.7	11.1	7.0	3.4	2.3	4.4	38.6	3.2	12.2	19.2	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	58.5	58.0	58.4	56.6	53.5	53.1	26.7	18.5	9.5	39.1	12.4	6.4
Incremental Delay (d_2), s/veh	25.1	49.2	139.0	13.4	0.5	0.4	9.7	40.3	0.6	28.7	8.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	83.6	107.2	197.5	70.0	54.0	53.6	36.4	58.8	10.1	67.8	20.6	6.6
Level of Service (LOS)	F	F	F	E	D	D	D	F	B	E	C	A
Approach Delay, s/veh / LOS	134.3	F		64.7	E		53.5	D		24.7	C	
Intersection Delay, s/veh / LOS	46.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.35	B	2.17	B
Bicycle LOS Score / LOS	0.97	A	1.03	A	2.41	B	2.26	B

APPENDIX B

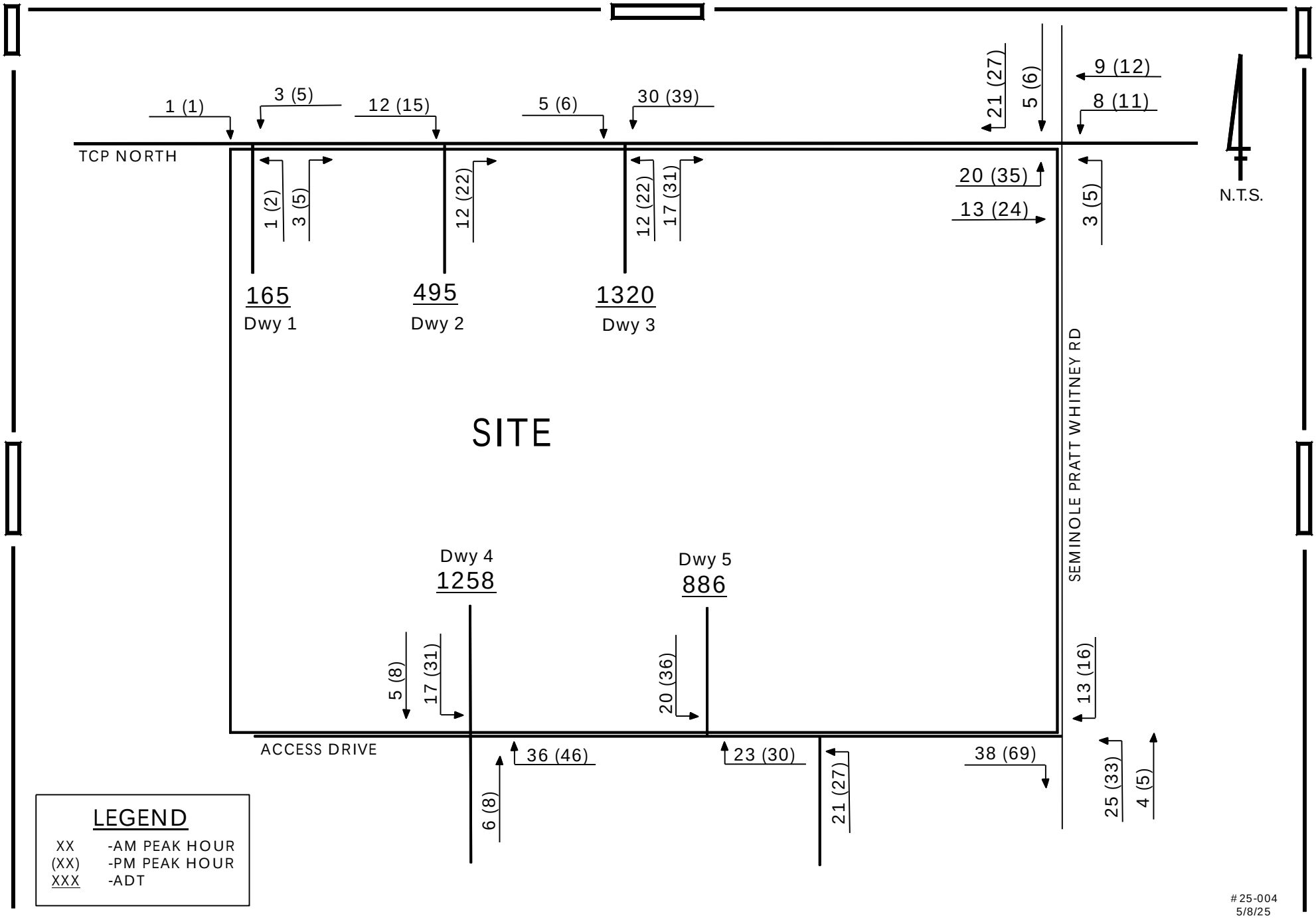


24-088
11/11/25

WESTLAKE FREE-STANDING
DISCOUNT SUPERSTORE

EXHIBIT 10
PROJECT DRIVEWAY VOLUMES

PTC



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WESTLAKE LOWES

ATTACHMENT 5B
PROJECT DRIVEWAY VOLUMES

PTC