

**TRAFFIC PERFORMANCE  
STANDARDS ANALYSIS**

**GROVE MARKETPLACE  
WESTLAKE, FL**



January 9, 2025  
Kimley-Horn Project #145538000



# TRAFFIC PERFORMANCE STANDARDS ANALYSIS

## GROVE MARKETPLACE

### WESTLAKE, FL

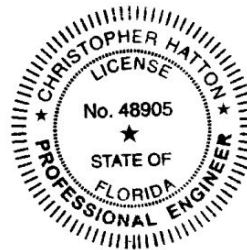
Prepared by:

**Kimley»»Horn**

477 S Rosemary Avenue, Suite 215  
West Palm Beach, Florida 33401

(561) 840-0848 TEL

January 9, 2025  
Kimley-Horn Project # 145538000



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Christopher Hatton, P.E.  
Florida Registration Number 48905

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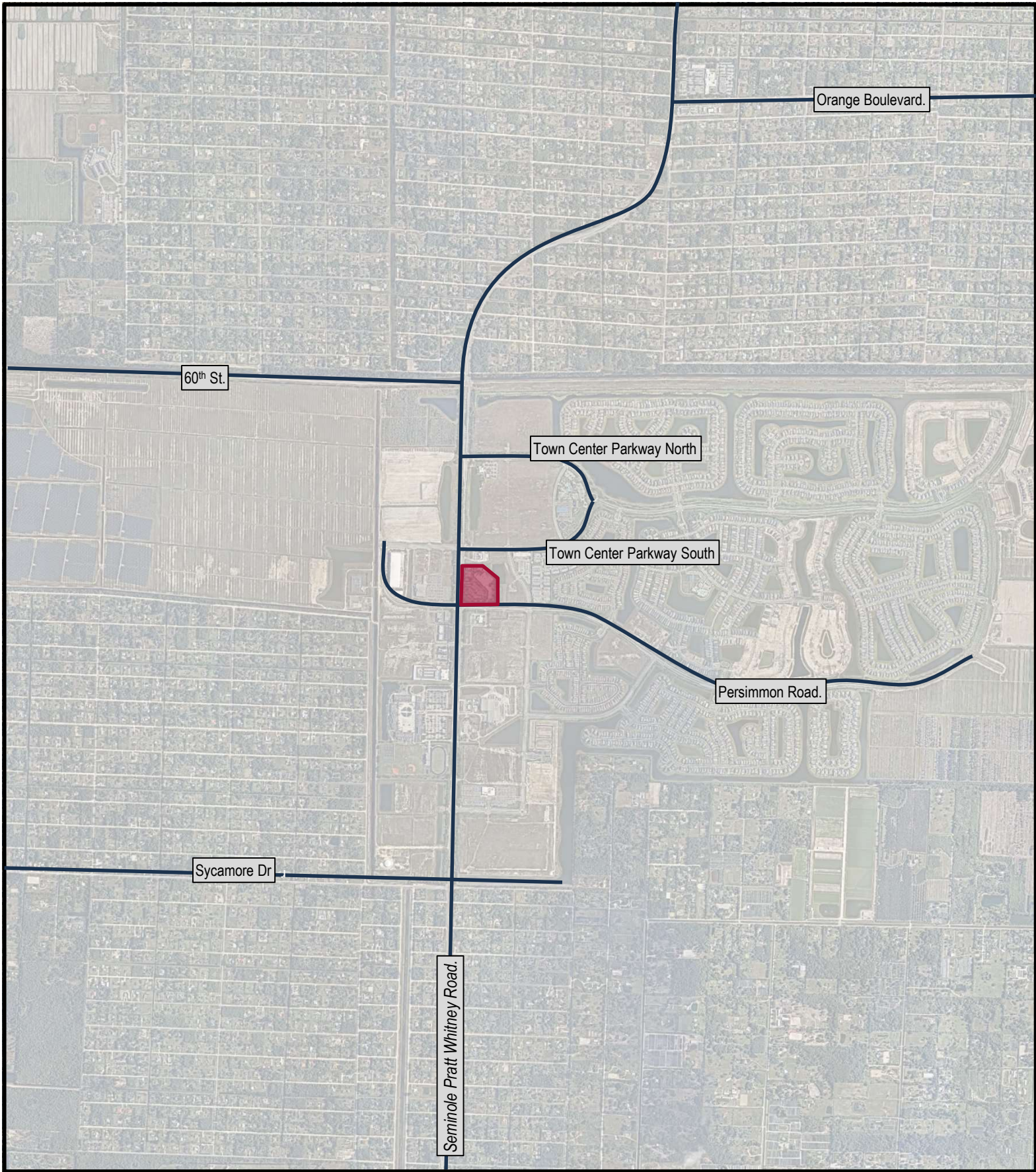
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## INTRODUCTION

Kimley-Horn and Associates, Inc. has updated the following Traffic Performance Standards (TPS) analysis based upon comments received on December 20, 2024 and January 6, 2025, from the City of Westlake to evaluate future traffic conditions following the proposed additional development at 5060 Seminole Pratt Whitney Road in Palm Beach County, Florida. Figure 1 illustrates the location of the project site. The Parcel Control Number (PCN) for the project site is 77-40-43-01-01-001-0010. The proposed site plan and PCN summary are included in the Appendix, for reference.

The existing site area consists of 76,677 square feet of retail use and a 2,500 square foot convenience store with 8 fueling positions. This application proposes to add an additional 4,000 square feet of retail to the existing retail building and a 2,925 square foot bank with drive-through. Furthermore, an 8,317 square foot retail building is also planned for future development on a portion of this site under a separate application that is currently under review. The trip generation associated with the proposed 8,317 square foot retail building has been accounted for in this analysis. Other aspects of the previously approved plan, including driveway access locations, are proposed to remain unchanged.

The purpose of this updated TPS analysis is to evaluate the impacts of the proposed development on the surrounding roadway network and determine if adequate capacity is available to accommodate future traffic volumes using the criteria defined in Article 12 of the Palm Beach County Unified Land Development Code (ULDC) for buildout in 2030. This report summarizes project trip generation, project trip distribution, link analyses and driveway criteria.



**LEGEND**

 Site Location

**FIGURE 1**  
Grove Marketplace  
KH #145538000  
Site Location

## PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

### Existing and Proposed Land Uses

As noted previously, the existing site currently contains 76,677 square feet of retail space and a 2,500 square foot convenience store with 8 fueling positions. The proposed additional development under this application will add an additional 4,000 square feet of retail space and a 2,925 square foot drive in bank to the existing site. Under a separate application that is currently under review, an additional 8,317 square feet of retail use is proposed. Upon development of the proposed and pending applications, the site will feature a total of 88,994 square feet of retail space, a 2,500 square foot convenience store with 8 fueling positions, and a 2,925 square foot drive in bank with drive-through.

### Trip Generation

The trip generation potential of the site was calculated based upon the trip generation rates and equations published by the Palm Beach County Traffic Division and in ITE's *Trip Generation Manual, 11th Edition*. As shown in Table 1, for significance and analysis purposes, the net change in trips from this proposed application plus the currently pending application, the site is anticipated to generate an increase of 866 net new external daily trips, an increase of 42 net new external AM peak-hour trips (26 in, 16 out), and an increase of 100 net new external PM peak-hour trips (48 in, 52 out) in comparison to the current site development.

Based on the impact analysis guidelines established in Article 12 of the Palm Beach County ULDC, it was determined that the radius of development influence is one mile for Test 1 and Test 2 analyses.

**Table 1: Phase I Trip Generation Calculation**

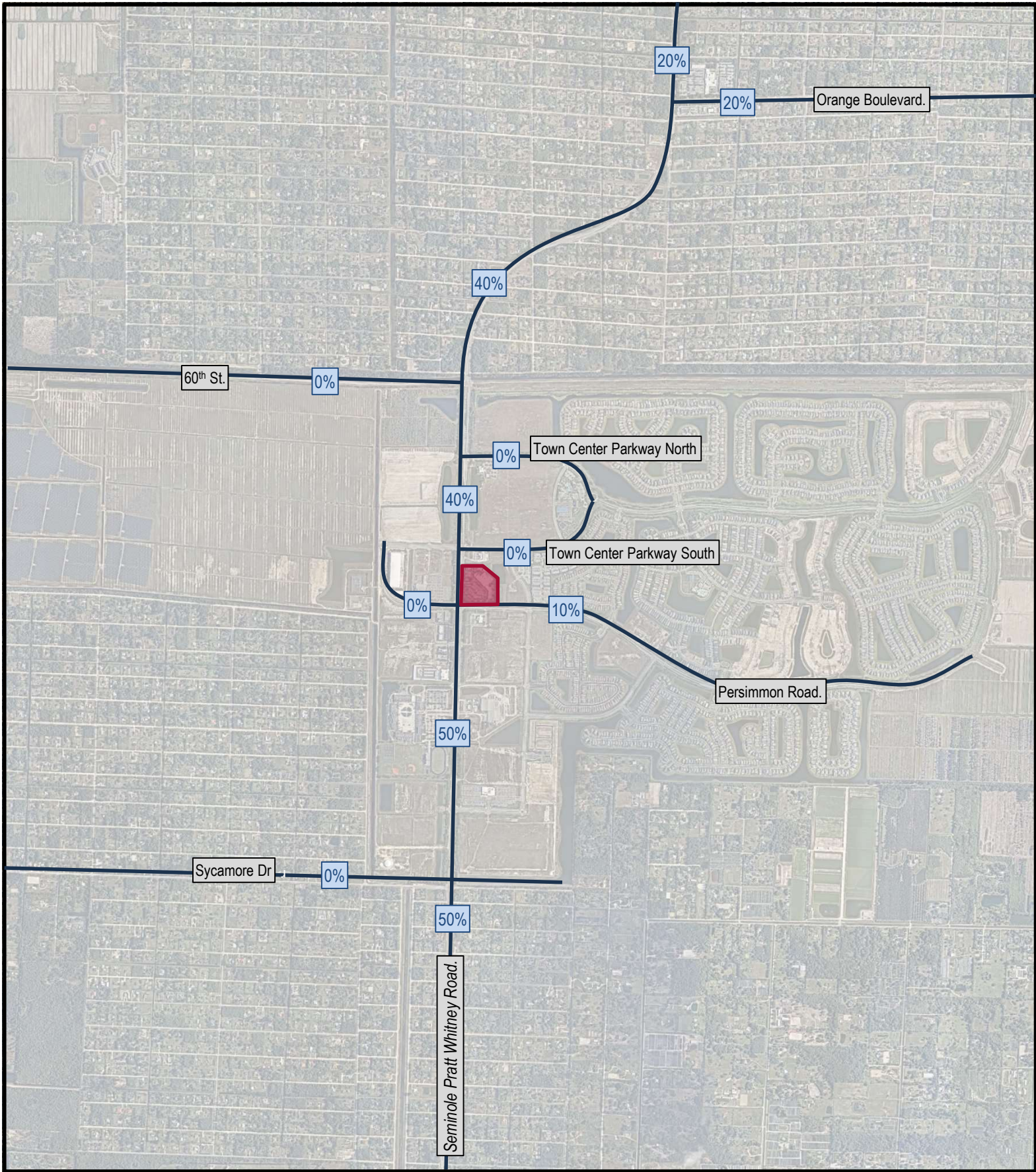
Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour				
					Total	In	Out	Total	In	Out		
<b>Existing Scenario</b>												
PBC	Shop Plaza (40-150ksf w/ supermarket)	ITE 821	76.677 ksf	7,245	271	168	103	692	332	360		
PBC	Gas Station w/Convenience Store	ITE FDOT	8 FP	1,959	137	69	68	137	69	68		
			<i>Subtotal</i>	9,204	408	237	171	829	401	428		
<b>Pass-By Capture</b>			<b>Daily</b>									
			<b>AM</b>									
			<b>PM</b>									
	Shop Plaza (40-150ksf w/ supermarket)		39.0%	39.0%	39.0%	2,826	106	66	40	270	129	141
	Gas Station w/Convenience Store		61.0%	61.0%	61.0%	1,195	84	42	42	84	42	42
			<i>Subtotal</i>	4,021	190	108	82	354	171	183		
<b>Driveway Volumes</b>				<b>9,204</b>	<b>408</b>	<b>237</b>	<b>171</b>	<b>829</b>	<b>401</b>	<b>428</b>		
<b>Net New External Trips</b>				<b>5,183</b>	<b>218</b>	<b>129</b>	<b>89</b>	<b>475</b>	<b>230</b>	<b>245</b>		
<b>Proposed Scenario</b>												
PBC	Shop Plaza (40-150ksf w/ supermarket)	ITE 821	88.994 ksf	8,409	314	195	119	804	386	418		
PBC	Gas Station w/Convenience Store	ITE FDOT	8 FP	1,959	137	69	68	137	69	68		
PBC	Drive-In Bank	ITE 912	2.925 ksf	294	29	17	12	61	31	30		
			<i>Subtotal</i>	10,662	480	281	199	1,002	486	516		
<b>Pass-By Capture</b>			<b>Daily</b>									
			<b>AM</b>									
			<b>PM</b>									
	Shop Plaza (40-150ksf w/ supermarket)		39.0%	39.0%	39.0%	3,280	122	76	46	314	151	163
	Gas Station w/Convenience Store		61.0%	61.0%	61.0%	1,195	84	42	42	84	42	42
	Drive-In Bank		47.0%	47.0%	47.0%	138	14	8	6	29	15	14
			<i>Subtotal</i>	4,613	220	126	94	427	208	219		
<b>Driveway Volumes</b>				<b>10,662</b>	<b>480</b>	<b>281</b>	<b>199</b>	<b>1,002</b>	<b>486</b>	<b>516</b>		
<b>Net New External Trips</b>				<b>6,049</b>	<b>260</b>	<b>155</b>	<b>105</b>	<b>575</b>	<b>278</b>	<b>297</b>		
<b>Proposed Scenario -Existing Net New External Trips</b>				<b>866</b>	<b>42</b>	<b>26</b>	<b>16</b>	<b>100</b>	<b>48</b>	<b>52</b>		
<b>Radius of Development Influence:</b>				<b>1 mile(s)</b>								
	<b>Land Use</b>		<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		<b>Pass By</b>			
	Shop Plaza (40-150ksf w/ supermarket)		94.49 trips/ksf	3.53 trips/ksf (62% in, 38% out)			9.03 trips/ksf (48% in, 52% out)		39.0%			
	Gas Station w/Convenience Store		trips/FP	T trips = 12.3(X) +38.75 (50% in, 50% out)			T trips = 12.3(X) +12.3 (50% in, 50% out)		61.0%			
	Drive-In Bank		100.35 trips/ksf	9.95 trips/ksf (58% in, 42% out)			21.01 trips/ksf (50% in, 50% out)		47.0%			




## TRAFFIC DISTRIBUTION

The site traffic was assigned to the surrounding roadway network based upon travel patterns for this area and proximity to complimentary land uses.

Figure 2 illustrates the project traffic assignment to nearby roadway links and intersections in the vicinity of the site. The AM and PM peak hour trips for the project were then assigned to the surrounding transportation system based on these percentages.



**LEGEND**

-  Site Location
-  Project Traffic %

**FIGURE 2**  
 Grove Marketplace  
 KH #145538000  
 Project Distribution

## SIGNIFICANCE ANALYSIS

Based on the net new traffic anticipated to be generated by this development, it was determined that the radius of developmental influence (RDI) is one mile. The project traffic was distributed across the links within the RDI based on the distribution illustrated in Figure 2, to determine if the addition of project traffic will significantly impact the roadway links, based on Palm Beach County TPS methodology. Table 2 and Table 3 summarize the AM peak hour and PM peak hour significance analyses, respectively. As illustrated in these tables, the significantly (>1.0% impact) impacted roadway segments require further analysis.

**Table 2: Test 1 AM Peak Hour Significance Analysis**

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							AM PEAK HOUR					
							TRIPS		% IMPACT			
NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?							
Seminole Pratt Whitney Rd.	Sycamore Dr	Persimmon Rd	4LD	1,960	50%	i	13	8	0.66%	No	0.41%	No
Seminole Pratt Whitney Rd.	Persimmon Rd	60th St	4LD	1,960	40%	o	6	10	0.31%	No	0.51%	No
Seminole Pratt Whitney Rd.	60th St	Orange Blvd	4LD	1,960	40%	o	6	10	0.31%	No	0.51%	No
60th St	Mandarin Blvd	Seminole Pratt Whitney Rd	2L	1,140	0%	o	0	0	0.00%	No	0.00%	No
Persimmon Road.	Seminole Pratt Whitney Rd	Ilex Wy	4LD	1,770	10%	o	2	3	0.11%	No	0.17%	No

**Table 3: Test 1 PM Peak Hour Significance Analysis**

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							PM PEAK HOUR					
							TRIPS		% IMPACT			
NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?							
Seminole Pratt Whitney Rd.	Sycamore Dr	Persimmon Rd	4LD	1,960	50%	i	24	26	1.22%	Yes	1.33%	Yes
Seminole Pratt Whitney Rd.	Persimmon Rd	60th St	4LD	1,960	40%	o	21	19	1.07%	Yes	0.97%	No
Seminole Pratt Whitney Rd.	60th St	Orange Blvd	4LD	1,960	40%	o	21	19	1.07%	Yes	0.97%	No
60th St	Mandarin Blvd	Seminole Pratt Whitney Rd	2L	1,140	0%	o	0	0	0.00%	No	0.00%	No
Persimmon Road.	Seminole Pratt Whitney Rd	Ilex Wy	4LD	1,770	10%	o	5	5	0.28%	No	0.28%	No

## BACKGROUND TRAFFIC

Background traffic is calculated from historical annual growth rates and/or traffic from the unbuilt portions of committed developments. For this study, a 1% growth rate was applied to links and intersections (to which committed project traffic was already added) to account for background growth not related to the approved projects. The total background traffic for each significantly impacted link and intersection was then determined as the greater of the following:

- Existing traffic volumes plus growth due to committed projects or a 1.0% background growth rate

## TEST 1 PART 1 INTERSECTION ANALYSIS

As determined in the previous section, some of the roadway segments within the radius of development influence are significantly (>1.0% impact) impacted during the PM peak hour conditions and require further analysis. Intersection analyses are also required at the first significantly impacted major intersection in either direction from the site access point.

An analysis was undertaken for intersections nearest to each link directly accessed and significantly impacted by the project. The intersections were analyzed using the Critical Sum planning methodology as outlined in the *1985 Highway Capacity Manual (HCM)*. The following intersections are the nearest major significantly impacted intersections:

- Sycamore Drive & Seminole Pratt Whitney Road
- Persimmon Boulevard & Seminole Pratt Whitney Road
- Town Center Parkway South & Seminole Pratt Whitney Road
- Town Center Parkway North & Seminole Pratt Whitney Road
- 60<sup>th</sup> Street North & Seminole Pratt Whitney Road

As indicated in Table 2 and Table 3, the links approaching and departing the intersections are significantly impacted; therefore, the analysis of the intersections are required for the Test 1 analysis procedures defined in Article 12 of the Palm Beach County ULDC. The critical movement analysis (CMA) uses the existing roadway geometry as a baseline in the analysis.

### **Sycamore Drive & Seminole Pratt Whitney Road**

The critical movement analysis shows that the critical sum for the intersection of Sycamore Drive & Seminole Pratt Whitney Road will be 1,154 vehicles per hour during the AM peak hour and 1,295 during the PM peak hour which is below the 1,400 vehicles per hour threshold; therefore, the intersection does not require any improvements for operation.

### **Persimmon Boulevard & Seminole Pratt Whitney Road**

The critical movement analysis shows that the critical sum for the intersection of Persimmon Boulevard & Seminole Pratt Whitney Road will be 1,130 vehicles per hour during the AM peak hour and 1,138 during the PM peak hour which is below the 1,400 vehicles per hour threshold; therefore, the intersection does not require any improvements for operation.

### **Town Center Parkway South & Seminole Pratt Whitney Road**

The critical movement analysis shows that the critical sum for the intersection of Town Center Parkway South & Seminole Pratt Whitney Road will be 1,114 vehicles per hour during the AM peak hour and 1,132 during the PM peak hour which is below the 1,400 vehicles per hour threshold; therefore, the intersection does not require any improvements for operation.

**Town Center Parkway North & Seminole Pratt Whitney Road**

The critical movement analysis shows that the critical sum for the intersection of Town Center Parkway North & Seminole Pratt Whitney Road will be 1,027 vehicles per hour during the AM peak hour and 1,134 during the PM peak hour which is below the 1,400 vehicles per hour threshold; therefore, the intersection does not require any improvements for operation.

**60<sup>th</sup> Street North & Seminole Pratt Whitney Road**

The critical movement analysis shows that the critical sum for the intersection of 60<sup>th</sup> Street North & Seminole Pratt Whitney Road will be 1,237 vehicles per hour during the AM peak hour and 1,252 during the PM peak hour which is below the 1,400 vehicles per hour threshold; therefore, the intersection does not require any improvements for operation.

The critical movement analysis summary for the three intersections is shown in Table 4. The critical movement analysis worksheets for the three intersections are included in the Appendix for reference.

**Table 4: CMA Summary**

Intersection	Geometry	Critical Sum	
		AM Peak Hour	PM Peak Hour
Sycamore Drive & Seminole Pratt Whitney Road	Future Total Volumes - Existing Geometry	1,154	1,295
Persimmon Boulevard & Seminole Pratt Whitney Road	Future Total Volumes - Existing Geometry	1,130	1,138
Town Center Parkway South & Seminole Pratt Whitney Road	Future Total Volumes - Existing Geometry	1,114	1,132
Town Center Parkway North & Seminole Pratt Whitney Road	Future Total Volumes - Existing Geometry	1,027	1,134
60 <sup>th</sup> Street North & Seminole Pratt Whitney Road	Future Total Volumes - Existing Geometry	1,237	1,252

## TEST 1 PART 2 ROADWAY LINK ANALYSIS

The future traffic volume on each significantly impacted roadway segment was analyzed in comparison to its LOS D service volume. Table 5 summarizes these calculations for the PM peak hour. No roadway segments were significantly impacted in the AM peak hour, so an analysis was not needed. As shown in Table 5, two roadway links (during the PM peak hour) are not expected to operate acceptably due to a background deficiency. Because the deficiency is a background deficiency and the same improvement required to resolve the deficiency will resolve the total future traffic volume deficiency, no further analysis is required.

**Table 5: Test 1 PM Peak Hour Capacity Analysis**

Roadway From To			Committed			Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2030 Total Traffic	Meets Standard ??	Back-ground Def. ??
			Lanes	Facility Type	LOS D Service Volume					Committed Traffic (from TPS)	1.0% Traffic Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth					
Seminole Pratt Whitney Rd.	Sycamore Dr	Persimmon Rd	4LD	Class I	1,960	NB/EB	Yes	2023	1,320	742	95	837	1.00%	1.00%	95	837	24	2,181	No	Yes
			4LD	Class I	1,960	SB/WB	Yes	2023	1,260	700	91	791	1.00%	1.00%	91	791	26	2,077	No	Yes
Seminole Pratt Whitney Rd.	Persimmon Rd	60th St	4LD	Class I	1,960	NB/EB	Yes	2023	1,320	848	95	943	1.00%	1.00%	95	943	21	2,284	No	Yes
			4LD	Class I	1,960	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-
Seminole Pratt Whitney Rd.	60th St	Orange Blvd	4LD	Class I	1,960	NB/EB	Yes	2023	861	514	62	576	1.00%	1.00%	62	576	21	1,458	Yes	-
			4LD	Class I	1,960	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-



## **TEST 2 SIGNIFICANCE ANALYSIS**

A Test 2 significance analysis was not required as the criteria for the Test 1 significance analysis were met.

## DRIVEWAY ACCESS

Future total driveway volumes were determined by applying the distribution referenced in Figure 2 to the proposed future trip generation potential of the site. The resulting driveway volumes are illustrated in Figure 3.

### Driveway Classification

Access to the site is proposed to be maintained via the three existing driveway connections, which have the following access configurations:

- Driveway 1: Right-in/right-out driveway on Seminole Pratt Whitney Road (North)
- Driveway 2: Right-in/right-out driveway on Seminole Pratt Whitney Road (South)
- Driveway 3: Full access driveway on Persimmon Road

According to the Palm Beach County “Guide to Parking Lot and Street Access Design Criteria and Standards,” it is necessary to classify project driveways as minor, intermediate, or major according to the following criteria:

- Minor – services a maximum daily volume of 500 vehicles.
- Intermediate – services a daily volume ranging from 501 to 2000 vehicles.
- Major – services a daily volume of more than 2000 vehicles.

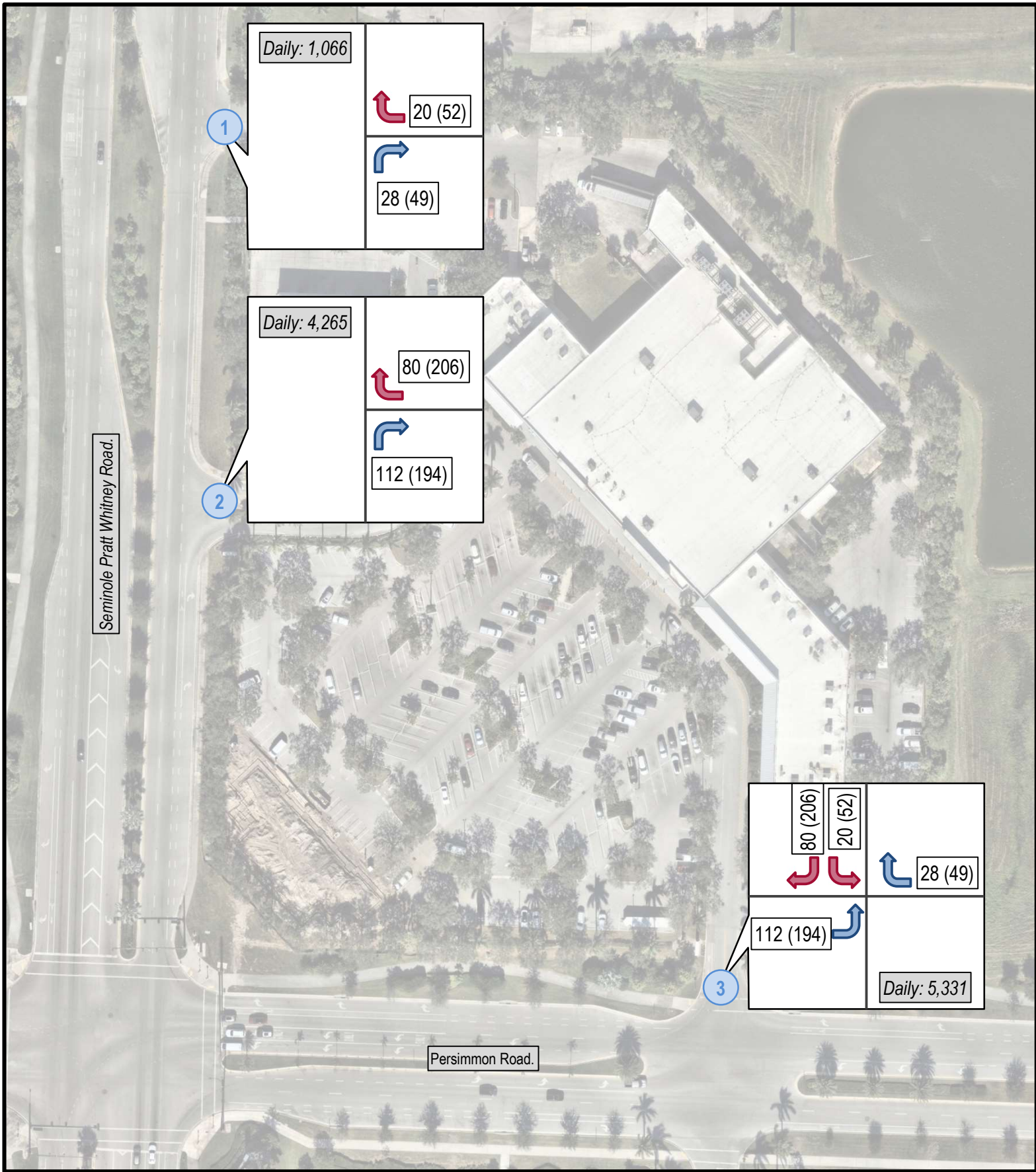
Project traffic volumes were calculated using the distribution illustrated in Figure 2. Using the criteria listed above, the driveways are classified, as follows:

1. Driveway 1: Intermediate
2. Driveway 2: Major
3. Driveway 3: Major

Additionally, the following exclusive turn lanes currently exist at the driveway connections:

- Driveway 2: Exclusive northbound right-turn lane.
- Driveway 3: Exclusive westbound right-turn lane, exclusive eastbound left-turn lane.

No additional turn lanes are required based on the turn lane requirements of the Palm Beach County Unified Land Development Code.



**LEGEND**

XX (XX) AM (PM) Peak Hour Volumes

X Project Driveway

**FIGURE 3**

Grove Marketplace

KH #145538000

Driveway Volumes

## CONCLUSION

This updated Traffic Performance Standards Analysis study evaluates overall traffic impacts of the proposed development at 5060 Seminole Pratt Whitney Road in Palm Beach County, Florida. The development is proposed to add an additional 4,000 square feet of retail to the existing retail building and a 2,925 square-foot bank with drive-through. Furthermore, an additional 8,317 square foot retail building is also planned for future development on a portion of this site under a separate application that is currently under review.

Buildout of the site is anticipated to occur by 2030. Based on the evaluation conducted, a future background (non-project) capacity deficiency was identified at the following location:

- Seminole Pratt Whitney Road from Sycamore Drive to 60<sup>th</sup> Street North (PM peak hour)

In this case, the same mitigation measure that would be required to resolve the future background (non-project) deficiency would also resolve the future total traffic deficiency with project traffic included. Therefore, no further mitigation is required, and the project meets the requirements of Article 12 of the Palm Beach County Unified Land Development Code (ULDC) through a buildout year of 2030.

The evaluation was conducted in accordance with the traffic analysis requirements of the Palm Beach County Traffic Performance Standards Ordinance (TPSO). The proposed buildout date for the project was assumed to be 2030. The analysis indicates that the Test 1 and Test 2 criteria are met, and no additional exclusive turn lanes are warranted at the site driveways beyond those that currently exist.

## APPENDIX

**Property Detail**

**Location Address :** 5060 SEMINOLE PRATT WHITNEY RD  
**Municipality :** WESTLAKE  
**Parcel Control Number :** 77-40-43-01-01-001-0010  
**Subdivision :** GROVE MARKET PL  
**Official Records Book/Page :** 33845 / 1108  
**Sale Date :** AUG-2022  
**Legal Description :** GROVE MARKET PL TR A (LESS SLY 199.60 FT OF NLY 252.24 FT OF WLY 153.01 FT & SLY 116.75 FT OF WLY 153.01 FT AS IN OR12685P908)

**Owner Information**

<b>Owner(s)</b> GROVE MARKET ANDERSON LLC & GROVE MARKET COURTLAND LLC & GROVE MARKET SG2020 LLC & JBL HUMBLEWOOD CENTER LLC	<b>Mailing Address</b> 120 SYLVAN AVE STE 301 ENGLEWOOD CLIFFS NJ 07632 2505
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**Sales Information**

Sales Date	Price	OR Book/Page	Sale Type	Owner
AUG-2022	\$19,500,000	33845 / 01108	WARRANTY DEED	GROVE MARKET SG2020 LLC &
SEP-2016	\$3,400,000	28568 / 00979	WARRANTY DEED	5060 LOXAHATCHEE RETAIL LLC
OCT-2012	\$900,100	25528 / 01805	CERT OF TITLE	FUCMT 2001 C4 SEMINOLE ROAD LLC
JUL-2003	\$8,700,000	15610 / 00177	WARRANTY DEED	FWI 20 LLC

**Exemption Information**

No Exemption Information Available.

**Property Information**

**Number of Units :** 0  
**\*Total Square Feet :** 76902  
**Acres :** 8.76  
**Property Use Code :** 1600—SHOPPING CENTER CMMITY  
**Zoning :** MU—MIXED USE (77-WESTLAKE)

**Appraisals**

Tax Year	2024	2023	2022	2021	2020
Improvement Value	\$8,588,405	\$11,661,563	\$8,796,357	\$0	\$0
Land Value	\$4,196,137	\$4,806,484	\$3,242,470	\$0	\$0
Total Market Value	\$12,784,542	\$16,468,047	\$12,038,827	\$6,000,000	\$3,100,000

**Assessed and Taxable Values**

Tax Year	2024	2023	2022	2021	2020
Assessed Value	\$12,784,542	\$16,468,047	\$3,751,000	\$3,410,000	\$3,100,000
Exemption Amount	\$0	\$0	\$0	\$0	\$0
Taxable Value	\$12,784,542	\$16,468,047	\$3,751,000	\$3,410,000	\$3,100,000

**Taxes**

Tax Year	2024	2023	2022	2021	2020
AD VALOREM	\$268,174	\$352,739	\$136,318	\$94,511	\$70,259
NON AD VALOREM	\$191,351	\$200,764	\$141,384	\$96,101	\$117,060
TOTAL TAX	\$459,525	\$553,503	\$277,702	\$190,611	\$187,319

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcpcap.gov](http://www.pbcpcap.gov)



## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
Residential	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
Institutional	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
	Private School (K-8)	530	Students	3.17 <sup>a</sup>	0%	56/44	1.01	46/54	0.26
	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
	Church/Synagogue <sup>p</sup>	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
Office	General Office (10k-250k SF GFA) <sup>h</sup>	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA) <sup>h</sup>	710	1000 S.F.	$\text{Ln}(T) = 0.87 \text{Ln}(X) + 3.05$	10%	88/12	$\text{Ln}(T) = 0.86 \text{Ln}(X) + 1.16$	17/83	1.44
	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
	Medical Office (Stand-Alone)	720	1000 S.F.	$T=42.97(X)-108.01$	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71



## Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre <sup>c</sup>	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95	
Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25	
Services	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88 <sup>d</sup>	45%	51/49	93.08	50/50	32.29
	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store <sup>e</sup>	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
Carwash (Automated) <sup>g</sup>	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65	

Footnotes	a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12))	<b>Modification History</b> <b>3/2/2020:</b> Added Landscape Services, modification history, edited formatting <b>7/25/2022:</b> Updated with ITE TG Manual 11th ed information
	b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split	
	c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.	
	d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)	
	e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.	
	f) Use PM rates	
	g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.	
	h) Based on PBC analysis of ITE TGM data plots	

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9327 WEST-W OF SR7

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2023 - 01/07/2023	1.05	1.12
2	01/08/2023 - 01/14/2023	1.02	1.09
3	01/15/2023 - 01/21/2023	0.98	1.04
4	01/22/2023 - 01/28/2023	0.97	1.03
* 5	01/29/2023 - 02/04/2023	0.96	1.02
* 6	02/05/2023 - 02/11/2023	0.94	1.00
* 7	02/12/2023 - 02/18/2023	0.93	0.99
* 8	02/19/2023 - 02/25/2023	0.92	0.98
* 9	02/26/2023 - 03/04/2023	0.92	0.98
*10	03/05/2023 - 03/11/2023	0.91	0.97
*11	03/12/2023 - 03/18/2023	0.91	0.97
*12	03/19/2023 - 03/25/2023	0.92	0.98
*13	03/26/2023 - 04/01/2023	0.94	1.00
*14	04/02/2023 - 04/08/2023	0.95	1.01
*15	04/09/2023 - 04/15/2023	0.97	1.03
*16	04/16/2023 - 04/22/2023	0.97	1.03
*17	04/23/2023 - 04/29/2023	0.97	1.03
18	04/30/2023 - 05/06/2023	0.97	1.03
19	05/07/2023 - 05/13/2023	0.98	1.04
20	05/14/2023 - 05/20/2023	0.98	1.04
21	05/21/2023 - 05/27/2023	1.00	1.06
22	05/28/2023 - 06/03/2023	1.01	1.07
23	06/04/2023 - 06/10/2023	1.03	1.10
24	06/11/2023 - 06/17/2023	1.04	1.11
25	06/18/2023 - 06/24/2023	1.05	1.12
26	06/25/2023 - 07/01/2023	1.06	1.13
27	07/02/2023 - 07/08/2023	1.07	1.14
28	07/09/2023 - 07/15/2023	1.09	1.16
29	07/16/2023 - 07/22/2023	1.08	1.15
30	07/23/2023 - 07/29/2023	1.07	1.14
31	07/30/2023 - 08/05/2023	1.06	1.13
32	08/06/2023 - 08/12/2023	1.05	1.12
33	08/13/2023 - 08/19/2023	1.05	1.12
34	08/20/2023 - 08/26/2023	1.05	1.12
35	08/27/2023 - 09/02/2023	1.05	1.12
36	09/03/2023 - 09/09/2023	1.05	1.12
37	09/10/2023 - 09/16/2023	1.05	1.12
38	09/17/2023 - 09/23/2023	1.04	1.11
39	09/24/2023 - 09/30/2023	1.04	1.11
40	10/01/2023 - 10/07/2023	1.03	1.10
41	10/08/2023 - 10/14/2023	1.03	1.10
42	10/15/2023 - 10/21/2023	1.02	1.09
43	10/22/2023 - 10/28/2023	1.02	1.09
44	10/29/2023 - 11/04/2023	1.03	1.10
45	11/05/2023 - 11/11/2023	1.03	1.10
46	11/12/2023 - 11/18/2023	1.03	1.10
47	11/19/2023 - 11/25/2023	1.04	1.11
48	11/26/2023 - 12/02/2023	1.04	1.11
49	12/03/2023 - 12/09/2023	1.05	1.12
50	12/10/2023 - 12/16/2023	1.05	1.12
51	12/17/2023 - 12/23/2023	1.03	1.10
52	12/24/2023 - 12/30/2023	1.01	1.07
53	12/31/2023 - 12/31/2023	0.98	1.04

\* PEAK SEASON

Input Data

ROAD NAME: Seminole Pratt Whitney Rd  
 CURRENT YEAR: 2023  
 ANALYSIS YEAR: 2030  
 GROWTH RATE: 0%

STATION: 3442  
 FROM: Sycamore Dr  
 TO: Persimmon Blvd  
 COUNT DATE: 2/1/2023  
 PSF: 1

Report Created  
 12/26/2024

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2716	1416	1337	2488	1320	1260
Peak Volume	2716	1416	1337	2488	1320	1260
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2716	1416	1337	2488	1320	1260

Committed Developments							Type	% Complete
Arden PUD	50	38	12	60	22	38	Res	60%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	651	333	318	689	319	370	NR	37%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	262	77	184	294	183	110	Res	0%
Central Park of Commerce	31	7	25	33	25	8	NR	0%
Silver Lakes	176	44	132	226	143	83	Res	0%
Avenir	201	106	95	245	99	146	Res	3%
Total Committed Developments	1393	616	776	1599	816	781		
Total Committed Residential	689	265	423	825	447	377		
Total Committed Non-Residential	704	351	353	774	369	404		
Double Count Reduction	141	66	71	155	74	81		
Total Discounted Committed Developments	1252	550	705	1444	742	700		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1252	550	705	1444	742	700		
Growth Volume Used	1252	550	705	1444	742	700		
Total Volume	3968	1966	2042	3932	2062	1960		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	NO	NO	NO	NO	NO	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	NO	NO	NO	NO	NO	YES

Input Data

ROAD NAME: Seminole Pratt Whitney Rd  
 CURRENT YEAR: 2023  
 ANALYSIS YEAR: 2030  
 GROWTH RATE: 0%

STATION: 3442  
 FROM: Persimmon Blvd  
 TO: 60th St N  
 COUNT DATE: 2/1/2023  
 PSF: 1

Report Created  
 12/26/2024

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2716	1416	1337	2488	1320	1260
Peak Volume	2716	1416	1337	2488	1320	1260
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2716	1416	1337	2488	1320	1260

Committed Developments							Type	% Complete
Arden PUD	50	38	12	60	22	38	Res	60%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	651	318	333	689	370	319	NR	37%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	440	130	310	493	308	185	Res	0%
Central Park of Commerce	31	7	25	33	25	8	NR	0%
Silver Lakes	176	132	44	226	83	143	Res	0%
Avenir	201	106	95	245	99	146	Res	3%
Total Committed Developments	1571	742	829	1798	932	865		
Total Committed Residential	867	406	461	1024	512	512		
Total Committed Non-Residential	704	336	368	774	420	353		
Double Count Reduction	141	67	74	155	84	71		
Total Discounted Committed Developments	1430	675	755	1643	848	794		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1430	675	755	1643	848	794		
Growth Volume Used	1430	675	755	1643	848	794		
Total Volume	4146	2091	2092	4131	2168	2054		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	NO	NO	NO	NO	NO	NO
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	NO	NO	NO	NO	NO	NO

Input Data

ROAD NAME: Seminole Pratt Whitney Rd  
 CURRENT YEAR: 2023  
 ANALYSIS YEAR: 2030  
 GROWTH RATE: 3.83%

STATION: 2408  
 FROM: 60th St N  
 TO: Orange Blvd  
 COUNT DATE: 2/1/2023  
 PSF: 1

Report Created  
 12/26/2024

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2041	1037	1071	1749	861	888
Peak Volume	2041	1037	1071	1749	861	888
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2041	1037	1071	1749	861	888

Committed Developments							Type	% Complete
Arden PUD	50	38	12	60	22	38	Res	60%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	463	226	237	489	263	226	NR	37%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	115	34	81	129	81	48	Res	0%
Central Park of Commerce	26	5	20	27	21	7	NR	0%
Silver Lakes	123	92	30	158	58	100	Res	0%
Avenir	214	113	101	261	106	155	Res	3%
Total Committed Developments	1013	519	491	1176	576	600		
Total Committed Residential	502	277	224	608	267	341		
Total Committed Non-Residential	511	242	267	568	309	259		
Double Count Reduction	102	48	53	114	62	52		
Total Discounted Committed Developments	911	471	438	1062	514	548		
Historical Growth	614	312	322	526	259	267		
Comm Dev+1% Growth	911	471	438	1062	514	548		
Growth Volume Used	911	471	438	1062	514	548		
Total Volume	2952	1508	1509	2811	1375	1436		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

## VOLUME DEVELOPMENT SHEET

### The Project Persimmon Boulevard & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 17, 2023  
AM PEAK HOUR FACTOR: 1.00

AM Peak Hour																				
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
<b>AM Raw Turning Movements</b>	1	33	13	45	0	239	13	99	0	32	918	122	11	47	1,072	51				
<b>Peak Season Correction Factor</b>	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
<b>AM Peak Season Volume</b>	1	34	13	46	0	246	13	102	0	33	946	126	11	48	1,104	53				
<b>Vested Projects</b>																				
Committed Traffic from TPS											549					706				
<b>TOTAL "VESTED" TRAFFIC</b>	0	0	0	0	0	0	0	0	0	0	549	0	0	0	706	0				
<b>Years To Buildout</b>	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
<b>Yearly Growth Rate</b>	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%				
<b>AM BACKGROUND TRAFFIC GROWTH</b>	0	2	1	3	0	18	1	7	0	2	68	9	1	3	80	4				
<b>Background Traffic Volumes</b>	1	36	14	49	0	264	14	109	0	35	1,563	135	12	51	1,890	57				
<b>AM PROJECT DISTRIBUTION</b>																				
<b>TYPE</b>	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Entering											40.0%	10.0%		40.0%						
Exiting						50.0%														
<b>AM TOTAL PROJECT TRAFFIC</b>	0	0	0	0	0	8	0	0	0	0	10	3	0	10	0	0				
<b>Future Total AM Volumes</b>	1	36	14	49	0	272	14	109	0	35	1,573	138	12	61	1,890	57				
<b>Critical Volume Analysis</b>																				
No. of Lanes		1	1	1		2	1	1		1	2	1		1	2	1				
Approach Volume		99				395				1,746				2,008						
Per Lane Volume		36	14	49		136	14	109		35	787	138		61	945	57				
Overlap Reduction		0	0	(49)		0	0	(35)		0	0	(35)		0	0	(57)				
Net Per Lane Volume		36	14	0		136	14	74		35	787	102		61	945	0				
North-South Critical	NB LT + SB RT =				50				SB LT + NB TH =				150							
East-West Critical	EB LT + WB TH =				980				WB LT + EB TH =				848							
Maximum Critical Sum	150				+				980				=				1,130			
<b>Status?</b>	<b>UNDER</b>																			

## VOLUME DEVELOPMENT SHEET

### The Project Persimmon Boulevard & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 17, 2023  
PM PEAK HOUR FACTOR: 1.00

PM Peak Hour																				
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
<b>PM Raw Turning Movements</b>	0	20	14	63	0	136	11	43	0	19	997	151	17	109	703	59				
<b>Peak Season Correction Factor</b>	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
<b>PM Peak Season Volume</b>	0	21	14	65	0	140	11	44	0	20	1,027	156	18	112	724	61				
<b>Vested Projects</b>																				
Committed Traffic from TPS											746					702				
<b>TOTAL "VESTED" TRAFFIC</b>	0	0	0	0	0	0	0	0	0	0	746	0	0	0	702	0				
<b>Years To Buildout</b>	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
<b>Yearly Growth Rate</b>	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%				
<b>PM BACKGROUND TRAFFIC GROWTH</b>	0	2	1	5	0	10	1	3	0	1	74	11	1	8	52	4				
<b>Background Traffic Volumes</b>	0	23	15	70	0	150	12	47	0	21	1,773	167	19	120	1,426	65				
<b>PM PROJECT DISTRIBUTION</b>																				
<b>TYPE</b>	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Entering											40.0%	10.0%		40.0%						
Exiting						50.0%														
<b>PM TOTAL PROJECT TRAFFIC</b>	0	0	0	0	0	26	0	0	0	0	19	5	0	19	0	0				
<b>Future Total PM Volumes</b>	0	23	15	70	0	176	12	47	0	21	1,792	172	19	139	1,426	65				
<b>Critical Volume Analysis</b>																				
No. of Lanes		1	1	1		2	1	1		1	2	1		1	2	1				
Approach Volume		108				235				1,985				1,630						
Per Lane Volume		23	15	70		88	12	47		21	896	172		139	713	65				
Overlap Reduction		0	0	(70)		0	0	(21)		0	0	(23)		0	0	(65)				
Net Per Lane Volume		23	15	0		88	12	26		21	896	149		139	713	0				
North-South Critical	NB LT + SB TH =				35				SB LT + NB TH =				103							
East-West Critical	EB LT + WB TH =				734				WB LT + EB TH =				1,035							
Maximum Critical Sum	103				+				1,035				=				1,138			
<b>Status?</b>	<b>UNDER</b>																			

**VOLUME DEVELOPMENT SHEET**

**The Project  
Town Center Parkway & Seminole Pratt Whitney Road  
EXISTING GEOMETRY**

COUNT DATE: April 13, 2023  
AM PEAK HOUR FACTOR: 1.00

AM Peak Hour																				
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
AM Raw Turning Movements	0	1	1	0	0	50	0	14	0	0	1,083	90	1	18	1,265	3				
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
AM Peak Season Volume	0	1	1	0	0	52	0	14	0	0	1,115	93	1	19	1,303	3				
Vested Projects																				
Comitted Traffic from TPS											549				706					
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	549	0	0	0	706	0				
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%				
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	4	0	1	0	0	80	7	0	1	94	0				
Background Traffic Volumes	0	1	1	0	0	56	0	15	0	0	1,744	100	1	20	2,103	3				
AM PROJECT DISTRIBUTION																				
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Entering															40.0%					
Exiting											40.0%									
AM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0				
Future Total AM Volumes	0	1	1	0	0	56	0	15	0	0	1,750	100	1	20	2,113	3				
Critical Volume Analysis																				
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1				
Approach Volume		2				71				1,850				2,136						
Per Lane Volume		1	1	0		56	0	15		875	100			20	1,057	3				
Overlap Reduction		0	0	0		0	0	0		0	(1)			0	0	(3)				
Net Per Lane Volume		1	1	0		56	0	15		875	99			20	1,057	0				
North-South Critical	NB LT + SB RT =				1				SB LT + NB TH =				57							
East-West Critical	EB LT + WB TH =				1,057				WB LT + EB TH =				855							
Maximum Critical Sum	57				+				1,057				=				1,114			
Status?	UNDER																			

**VOLUME DEVELOPMENT SHEET**

**The Project  
Town Center Parkway & Seminole Pratt Whitney Road  
EXISTING GEOMETRY**

COUNT DATE: April 13, 2023  
PM PEAK HOUR FACTOR: 1.00

PM Peak Hour																				
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
PM Raw Turning Movements	0	4	0	3	0	123	0	37	5	0	1,024	136	2	77	794	2				
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
PM Peak Season Volume	0	4	0	3	0	127	0	38	5	0	1,055	140	2	79	818	2				
Vested Projects																				
Comitted Traffic from TPS											746				702					
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	746	0	0	0	702	0				
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%				
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	9	0	3	0	0	76	10	0	6	59	0				
Background Traffic Volumes	0	4	0	3	0	136	0	41	5	0	1,801	150	2	85	1,520	2				
PM PROJECT DISTRIBUTION																				
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Entering															40.0%					
Exiting											40.0%									
PM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	21	0	0	0	19	0				
Future Total PM Volumes	0	4	0	3	0	136	0	41	5	0	1,822	150	2	85	1,539	2				
Critical Volume Analysis																				
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1				
Approach Volume		7				177				1,972				1,626						
Per Lane Volume		4	0	3		136	0	41		911	150			85	770	2				
Overlap Reduction		0	0	(3)		0	0	0		0	(4)			0	0	(2)				
Net Per Lane Volume		4	0	0		136	0	41		911	146			85	770	0				
North-South Critical	NB LT + SB RT =				4				SB LT + NB TH =				136							
East-West Critical	EB LT + WB TH =				770				WB LT + EB TH =				996							
Maximum Critical Sum	136				+				996				=				1,132			
Status?	UNDER																			

## VOLUME DEVELOPMENT SHEET

### The Project 60th Street North & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 17, 2023  
AM PEAK HOUR FACTOR: 1.00

AM Peak Hour																			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
AM Raw Turning Movements	0	10	0	313	0	0	0	0	0	199	950	0	1	0	915	9			
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
AM Peak Season Volume	0	10	0	322	0	0	0	0	0	205	979	0	1	0	942	9			
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Committed Traffic from TPS	45			144						82	742				740	103			
TOTAL "VESTED" TRAFFIC	0	45	0	144	0	0	0	0	0	82	742	0	0	0	740	103			
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%			
AM BACKGROUND TRAFFIC GROWTH	0	1	0	23	0	0	0	0	0	15	71	0	0	0	68	1			
Background Traffic Volumes	0	55	0	489	0	0	0	0	0	302	1,792	0	1	0	1,750	113			
AM PROJECT DISTRIBUTION																			
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Entering															40.0%				
Exiting											40.0%								
AM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0			
Future Total AM Volumes	0	55	0	489	0	0	0	0	0	302	1,798	0	1	0	1,760	113			
Critical Volume Analysis																			
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1			
Approach Volume			544				0				2100				1,873				
Per Lane Volume		55	0	489		0	0	0		302	899	0		0	880	113			
Overlap Reduction		0	0	0		0	0	0		0	0	0		0	0	0			
Net Per Lane Volume		55	0	489		0	0	0		302	899	0		0	880	113			
North-South Critical	NB LT + SB TH =			55				SB LT + NB RT =				0							
East-West Critical	EB LT + WB TH =			1,182				WB LT + EB TH =				899							
Maximum Critical Sum	55			+				1,182				=				1,237			
Status?	NEAR																		

## VOLUME DEVELOPMENT SHEET

### The Project 60th Street North & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 17, 2023  
PM PEAK HOUR FACTOR: 1.00

PM Peak Hour																			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements	1	12	0	164	0	0	0	0	0	235	848	0	1	2	763	16			
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
PM Peak Season Volume	1	12	0	169	0	0	0	0	0	242	873	0	1	2	786	16			
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Committed Traffic from TPS	103			85						75	828				835	61			
TOTAL "VESTED" TRAFFIC	0	103	0	85	0	0	0	0	0	75	828	0	0	0	835	61			
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%			
PM BACKGROUND TRAFFIC GROWTH	0	1	0	12	0	0	0	0	0	17	63	0	0	0	57	1			
Background Traffic Volumes	1	115	0	254	0	0	0	0	0	317	1,701	0	1	2	1,621	77			
PM PROJECT DISTRIBUTION																			
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Entering															40.0%				
Exiting											40.0%								
PM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	21	0	0	0	19	0			
Future Total PM Volumes	1	115	0	254	0	0	0	0	0	317	1,722	0	1	2	1,640	77			
Critical Volume Analysis																			
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1			
Approach Volume			369				0				2,039				1,719				
Per Lane Volume		115	0	254		0	0	0		317	861	0		2	820	77			
Overlap Reduction		0	0	(2)		0	0	0		0	0	0		0	0	0			
Net Per Lane Volume		115	0	252		0	0	0		317	861	0		2	820	77			
North-South Critical	NB LT + SB TH =			115				SB LT + NB RT =				0							
East-West Critical	EB LT + WB TH =			1,137				WB LT + EB TH =				863							
Maximum Critical Sum	115			+				1,137				=				1,252			
Status?	NEAR																		



## VOLUME DEVELOPMENT SHEET

### The Project Sycamore Boulevard & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 13, 2023  
AM PEAK HOUR FACTOR: 1.00

AM Peak Hour																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements	0	318	2	213	0	1	1	9	0	76	845	2	0	8	1,039	74		
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
AM Peak Season Volume	0	328	2	219	0	1	1	9	0	78	870	2	0	8	1,070	76		
Vested Projects																		
Comitted Traffic from TPS											488				631			
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	488	0	0	0	631	0		
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7		
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%		
AM BACKGROUND TRAFFIC GROWTH	0	24	0	16	0	0	0	1	0	6	63	0	0	1	77	5		
Background Traffic Volumes	0	352	2	235	0	1	1	10	0	84	1,421	2	0	9	1,778	81		
AM PROJECT DISTRIBUTION																		
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Entering											50.0%							
Exiting															50.0%			
AM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0		
Future Total AM Volumes	0	352	2	235	0	1	1	10	0	84	1,434	2	0	9	1,786	81		
Critical Volume Analysis																		
No. of Lanes		2	1	1		1	1	1		1	2	1		1	2	1		
Approach Volume		589				12				1,520				1,876				
Per Lane Volume		176	2	235		1	1	10		84	717	2		9	893	81		
Overlap Reduction		0	0	(9)		0	0	(10)		0	0	(2)		0	0	(1)		
Net Per Lane Volume		176	2	226		1	1	0		84	717	0		9	893	80		
North-South Critical	NB LT + SB TH =	177						SB LT + NB RT =						3				
East-West Critical	EB LT + WB TH =	977						WB LT + EB TH =						726				
Maximum Critical Sum		177						977						=				1,154
Status?	UNDER																	

## VOLUME DEVELOPMENT SHEET

### The Project Sycamore Boulevard & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 13, 2023  
PM PEAK HOUR FACTOR: 1.00

PM Peak Hour																		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	0	177	0	133	0	1	2	7	0	291	1,103	3	0	10	985	190		
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
PM Peak Season Volume	0	182	0	137	0	1	2	7	0	300	1,136	3	0	10	1,015	196		
Vested Projects																		
Comitted Traffic from TPS											666				631			
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	666	0	0	0	631	0		
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7		
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%		
PM BACKGROUND TRAFFIC GROWTH	0	13	0	10	0	0	0	1	0	22	82	0	0	1	73	14		
Background Traffic Volumes	0	195	0	147	0	1	2	8	0	322	1,884	3	0	11	1,719	210		
PM PROJECT DISTRIBUTION																		
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Entering											50.0%							
Exiting															50.0%			
PM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	24	0	0	0	26	0		
Future Total PM Volumes	0	195	0	147	0	1	2	8	0	322	1,908	3	0	11	1,745	210		
Critical Volume Analysis																		
No. of Lanes		2	1	1		1	1	1		1	2	1		1	2	1		
Approach Volume		342				11				2,233				1,966				
Per Lane Volume		98	0	147		1	2	8		322	954	3		11	873	210		
Overlap Reduction		0	0	(11)		0	0	(8)		0	0	(3)		0	0	(1)		
Net Per Lane Volume		98	0	136		1	2	0		322	954	0		11	873	209		
North-South Critical	NB LT + SB TH =	100						SB LT + NB RT =						1				
East-West Critical	EB LT + WB TH =	1,195						WB LT + EB TH =						965				
Maximum Critical Sum		100						1,195						=				1,295
Status?	NEAR																	

## VOLUME DEVELOPMENT SHEET

### The Project Town Center Parkway North & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 13, 2023  
AM PEAK HOUR FACTOR: 1.00

AM Peak Hour																			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
AM Raw Turning Movements	0	0	0	0	0	0	29	0	252	0	1,093	26	1	84	1,153	0			
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
AM Peak Season Volume	0	0	0	0	0	30	0	260	0	0	1,126	27	1	87	1,188	0			
Vested Projects																			
Comitted Traffic from TPS											549					706			
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	549	0	0	0	706	0			
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%			
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	2	0	19	0	0	81	2	0	6	86	0			
Background Traffic Volumes	0	0	0	0	0	32	0	279	0	0	1,756	29	1	93	1,980	0			
AM PROJECT DISTRIBUTION																			
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Entering															40.0%				
Exiting											40.0%								
AM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0			
Future Total AM Volumes	0	0	0	0	0	32	0	279	0	0	1,762	29	1	93	1,990	0			
Critical Volume Analysis																			
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1			
Approach Volume		0				311				1,791				2,083					
Per Lane Volume		0	0	0		32	0	279		0	881	29		93	995	0			
Overlap Reduction		0	0	0		0	0	0		0	0	0		0	0	0			
Net Per Lane Volume		0	0	0		32	0	279		0	881	29		93	995	0			
North-South Critical	NB LT + SB RT =					0					SB LT + NB TH =					32			
East-West Critical	EB LT + WB TH =					995					WB LT + EB TH =					974			
Maximum Critical Sum	32					+					995					=		1,027	
Status?	UNDER																		

## VOLUME DEVELOPMENT SHEET

### The Project Town Center Parkway North & Seminole Pratt Whitney Road EXISTING GEOMETRY

COUNT DATE: April 13, 2023  
PM PEAK HOUR FACTOR: 1.00

PM Peak Hour																			
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements	0	0	0	0	0	52	0	86	1	0	1,001	47	1	127	771	0			
Peak Season Correction Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
PM Peak Season Volume	0	0	0	0	0	54	0	89	1	0	1,031	48	1	131	794	0			
Vested Projects																			
Comitted Traffic from TPS											746					702			
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	746	0	0	0	702	0			
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%			
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	4	0	6	0	0	74	3	0	9	57	0			
Background Traffic Volumes	0	0	0	0	0	58	0	95	1	0	1,851	51	1	140	1,553	0			
PM PROJECT DISTRIBUTION																			
TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Entering															40.0%				
Exiting											40.0%								
PM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	21	0	0	0	19	0			
Future Total PM Volumes	0	0	0	0	0	58	0	95	1	0	1,872	51	1	140	1,572	0			
Critical Volume Analysis																			
No. of Lanes		1	1	1		1	1	1		1	2	1		1	2	1			
Approach Volume		0				153				1,923				1,712					
Per Lane Volume		0	0	0		58	0	95		0	936	51		140	786	0			
Overlap Reduction		0	0	0		0	0	0		0	0	0		0	0	0			
Net Per Lane Volume		0	0	0		58	0	95		0	936	51		140	786	0			
North-South Critical	NB LT + SB RT =					0					SB LT + NB TH =					58			
East-West Critical	EB LT + WB TH =					786					WB LT + EB TH =					1,076			
Maximum Critical Sum	58					+					1,076					=		1,134	
Status?	UNDER																		



SIGNAL#	Location EW	Location NS	DATE	PEAK HR	COUNT_TYP	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	EBL	EBU	EBT	EBR	WBL	WBU	WBT	WBR	TOTAL
27650	Persimmon Bl	Royal Palm Beach Bl	25-Oct-22	7:00 AM		61	0	371	5	55	0	277	20	7	0	296	162	5	0	89	28	1376
27650	Persimmon Bl	Royal Palm Beach Bl	25-Oct-22	17:00 PM		149	0	577	19	28	0	587	11	9	0	171	138	10	0	342	42	2083
24101	Persimmon Bl	Seminole Pratt Whitney Rd	17-Apr-23	7:00 AM		32	0	918	122	47	11	1072	51	33	1	13	45	239	0	13	99	2696
24101	Persimmon Bl	Seminole Pratt Whitney Rd	17-Apr-23	14:00 MD		22	0	779	100	89	22	743	60	30	0	10	55	124	1	17	42	2094
24101	Persimmon Bl	Seminole Pratt Whitney Rd	17-Apr-23	17:00 PM		19	0	997	151	109	17	703	59	20	0	14	63	136	0	11	43	2342
27657	Persimmon Bl	SR 7	06-Oct-22	7:00 AM		98	0	229	0	0	0	713	1	0	0	0	371	0	0	0	0	1412
27657	Persimmon Bl	SR 7	06-Oct-22	17:00 PM		302	0	715	0	0	0	398	3	0	0	1	149	0	0	0	0	1568
14400	PGA Bl	Alt A1A/SR 811	20-Feb-03	7:45 AM		328	0	399	142	164	0	617	522	364	0	2573	305	113	0	905	45	6477
14400	PGA Bl	Alt A1A/SR 811	20-Feb-03	11:30 MD		313	0	376	208	141	0	357	326	396	0	1892	137	196	0	1531	134	6007
14400	PGA Bl	Alt A1A/SR 811	20-Feb-03	17:00 PM		511	0	673	125	109	0	378	448	500	0	1852	172	170	0	2240	114	7292
14280	PGA Bl	Ave of the Champions	30-Jan-19	7:30 AM		15	0	88	36	416	0	85	29	63	2	360	14	322	48	364	338	2180
14280	PGA Bl	Ave of the Champions	30-Jan-19	12:00 MD		8	0	124	70	283	0	116	33	48	1	318	25	277	66	310	227	1906
14280	PGA Bl	Ave of the Champions	30-Jan-19	17:00 PM		18	0	105	91	404	0	122	53	51	1	449	11	273	76	469	377	2500
14305	PGA Bl	Ballensles Dr	07-Feb-23	7:30 AM		19	0	0	50	0	0	0	3	36	7	1964	35	53	2	1557	79	3805
14305	PGA Bl	Ballensles Dr	07-Feb-23	12:00 MD		46	0	3	105	1	0	0	2	25	14	1327	60	84	8	1470	58	3203
14305	PGA Bl	Ballensles Dr	07-Feb-23	16:45 PM		53	0	0	106	26	0	1	21	17	8	1619	40	83	4	2283	37	4298
14100	PGA Bl	Beeline Hwy	02-Dec-20	7:00 AM		0	0	503	30	89	0	467	0	0	0	0	0	16	0	0	100	1205
14100	PGA Bl	Beeline Hwy	02-Dec-20	16:00 PM		0	1	437	26	114	0	652	0	0	0	0	0	94	0	0	95	1419
14403	PGA Bl	Campus Dr/Kew Gardens Ave	12-Dec-22	7:30 AM		71	0	40	39	28	0	35	48	65	0	2076	142	39	7	942	45	3577
14403	PGA Bl	Campus Dr/Kew Gardens Ave	12-Dec-22	12:30 MD		152	0	87	121	166	0	84	90	69	2	1483	141	48	15	1274	206	3938
14403	PGA Bl	Campus Dr/Kew Gardens Ave	12-Dec-22	16:45 PM		130	0	70	75	120	0	80	68	86	5	1325	62	33	12	1612	146	3824
14301	PGA Bl	Central Bl/Ave of the PGA	09-Jan-23	7:30 AM		13	0	17	29	220	0	21	728	754	6	2157	23	46	17	1369	477	5877
14301	PGA Bl	Central Bl/Ave of the PGA	09-Jan-23	12:00 MD		35	0	19	46	155	0	21	321	357	16	1359	34	77	33	1349	166	3988
14301	PGA Bl	Central Bl/Ave of the PGA	09-Jan-23	17:00 PM		72	0	121	58	193	0	34	783	527	9	1745	47	72	15	2474	243	6393
14475	PGA Bl	Ellison Wilson Rd	07-Dec-22	7:45 AM		129	0	61	14	32	0	68	254	496	0	1052	235	5	4	442	46	2838
14475	PGA Bl	Ellison Wilson Rd	07-Dec-22	12:30 MD		213	0	89	15	37	1	30	301	279	22	895	247	11	2	766	27	2935
14475	PGA Bl	Ellison Wilson Rd	07-Dec-22	16:45 PM		326	0	105	18	22	0	40	632	326	16	929	270	5	5	1050	23	3767
14401	PGA Bl	Fairchild Gardens Ave	30-Oct-23	7:30 AM		32	0	19	10	50	1	23	81	198	3	3900	106	22	3	876	57	5381
14401	PGA Bl	Fairchild Gardens Ave	30-Oct-23	12:30 MD		282	0	143	98	126	0	91	198	341	34	2582	155	98	3	1191	58	5400
14401	PGA Bl	Fairchild Gardens Ave	30-Oct-23	16:45 PM		373	1	81	73	110	0	94	320	413	30	3052	106	83	3	1746	50	6535
14300	PGA Bl	Fla Turnpike/Fairway Dr	28-Mar-22	7:30 AM		37	0	42	382	1031	0	102	167	82	1	675	49	470	3	757	273	4071
14300	PGA Bl	Fla Turnpike/Fairway Dr	28-Mar-22	12:00 MD		87	0	53	351	309	1	38	66	72	2	539	59	319	8	782	200	2886
14300	PGA Bl	Fla Turnpike/Fairway Dr	28-Mar-22	17:00 PM		53	0	143	580	505	1	42	80	186	8	814	53	447	5	1198	959	5074
14402	PGA Bl	Gardens Mall Main Ent	22-Mar-22	7:30 AM		2	0	0	2	1	0	0	11	41	2	2243	10	2	0	925	12	3251
14402	PGA Bl	Gardens Mall Main Ent	22-Mar-22	12:30 MD		24	0	3	8	53	0	2	112	108	2	1515	49	23	2	1445	65	3411
14402	PGA Bl	Gardens Mall Main Ent	22-Mar-22	16:45 PM		15	0	2	2	49	0	4	101	113	5	1444	26	6	1	1796	85	3649
14352	PGA Bl	I 95 East	04-Mar-20	7:45 AM		0	0	0	2523	0	0	0	0	0	0	2279	0	0	0	0	0	4802

SIGNAL#	Location EW	Location NS	DATE	PEAK HR	COUNT_TYP	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	EBL	EBU	EBT	EBR	WBL	WBU	WBT	WBR	TOTAL
64010	SW 3rd St	SR 7	30-May-17	7:30 AM		5	1	2400	43	62	2	1682	31	22	0	14	20	51	0	2	188	4523
64010	SW 3rd St	SR 7	30-May-17	17:00 PM		14	1	2021	62	194	2	2412	50	39	0	3	11	51	0	4	109	4973
64730	SW 8th St	Lyons Rd	19-Sep-23	7:45 AM		29	0	1210	33	65	27	1063	58	136	0	69	62	72	2	74	111	3011
64730	SW 8th St	Lyons Rd	19-Sep-23	12:45 MD		38	0	658	51	65	17	707	69	54	0	39	38	23	0	30	41	1830
64730	SW 8th St	Lyons Rd	19-Sep-23	17:00 PM		110	1	1080	77	87	12	1326	131	105	1	51	51	73	0	91	96	3292
80520	SW Ave E	10th St	18-May-10	7:00 AM		6	0	23	120	14	0	27	13	18	0	155	7	100	0	140	16	639
80520	SW Ave E	10th St	18-May-10	12:00 MD		7	0	9	73	14	0	11	9	10	0	189	9	65	0	256	23	675
80520	SW Ave E	10th St	18-May-10	16:30 PM		3	0	20	118	29	0	25	25	11	0	279	15	114	0	303	42	984
80540	SW Ave E	5th St	18-May-10	7:45 AM		13	0	6	11	52	0	7	23	36	0	288	48	16	0	296	14	810
80540	SW Ave E	5th St	18-May-10	12:30 MD		10	0	2	10	58	0	6	21	29	1	272	9	16	0	314	28	776
80540	SW Ave E	5th St	18-May-10	17:00 PM		19	0	13	21	82	0	17	57	24	0	425	15	14	0	452	37	1176
80550	SW Ave E/ CR 880/ MLK	SR 80/Main St	24-Aug-23	7:30 AM		103	0	563	102	65	0	560	59	74	0	55	108	98	0	70	42	1899
80550	SW Ave E/ CR 880/ MLK	SR 80/Main St	24-Aug-23	11:45 MD		126	3	557	99	61	9	579	48	69	0	77	123	107	2	88	55	2003
80550	SW Ave E/ CR 880/ MLK	SR 80/Main St	24-Aug-23	16:30 PM		140	5	625	97	73	3	669	68	70	1	71	141	140	0	137	51	2291
47499	SW Congress Bl	Congress Ave	03-May-18	8:00 AM		46	1	798	6	19	6	1081	76	77	0	4	127	4	0	3	25	2273
48225	SW/SE 23rd Ave	Seacrest Bl	01-Dec-22	7:45 AM		139	0	525	35	55	0	847	135	118	2	248	163	49	0	243	21	2580
48225	SW/SE 23rd Ave	Seacrest Bl	01-Dec-22	11:45 MD		111	0	550	28	51	0	452	71	109	0	265	84	36	1	208	34	2000
48225	SW/SE 23rd Ave	Seacrest Bl	01-Dec-22	16:30 PM		218	0	897	24	55	0	712	86	234	0	476	114	58	0	362	28	3264
27675	Sycamore Dr	Seminole Pratt Whitney Rd	13-Apr-23	7:00 AM		75	1	845	2	6	2	1039	74	318	0	2	213	1	0	1	9	2588
27675	Sycamore Dr	Seminole Pratt Whitney Rd	13-Apr-23	14:00 MD		138	1	859	5	3	1	741	123	121	0	1	124	2	0	2	7	2128
27675	Sycamore Dr	Seminole Pratt Whitney Rd	13-Apr-23	17:00 PM		291	0	1103	3	10	0	985	190	177	0	0	133	1	0	2	7	2902
29880	Tallapoosa St	Georgia Ave	20-Oct-04	7:15 AM		7	0	277	0	0	0	185	2	3	0	0	1	0	0	0	0	475
29880	Tallapoosa St	Georgia Ave	20-Oct-04	13:45 MD		5	0	116	0	0	0	157	7	1	0	0	5	0	0	0	0	291
29875	Tallapoosa St	Lake Ave	21-Oct-04	7:15 AM		0	0	195	3	9	0	205	0	0	0	0	0	5	0	0	12	429
29875	Tallapoosa St	Lake Ave	21-Oct-04	13:45 MD		0	0	144	9	11	0	135	0	0	0	0	0	5	0	0	7	311
2600	Tequesta Dr	Old Dixie Hwy	20-Apr-22	8:00 AM		176	0	252	22	26	1	267	65	98	0	187	263	52	0	161	11	1581
2600	Tequesta Dr	Old Dixie Hwy	20-Apr-22	12:30 MD		198	1	278	46	40	1	237	95	107	0	180	179	73	1	183	45	1664
2600	Tequesta Dr	Old Dixie Hwy	20-Apr-22	17:00 PM		208	0	372	55	24	0	242	96	103	0	181	180	69	0	212	33	1775
2400	Tequesta Dr	Riverside Dr	28-Mar-17	8:45 AM		128	0	26	11	19	0	54	12	15	0	218	200	8	0	156	13	860
2400	Tequesta Dr	Riverside Dr	28-Mar-17	17:00 PM		179	0	54	14	18	0	42	17	18	0	200	96	9	0	241	31	919
2500	Tequesta Dr	Seabrook Rd	02-Sep-09	8:00 AM		3	0	59	18	105	0	160	16	24	0	173	9	2	0	172	45	786
2500	Tequesta Dr	Seabrook Rd	02-Sep-09	16:15 PM		5	0	81	21	74	0	65	15	16	0	181	9	14	0	218	109	808
2700	Tequesta Dr	US-1	20-Apr-22	7:45 AM		67	13	733	21	24	1	1456	111	83	2	11	136	50	0	24	12	2744
2700	Tequesta Dr	US-1	20-Apr-22	12:30 MD		129	24	839	43	55	13	928	98	132	9	55	122	127	0	65	36	2675
2700	Tequesta Dr	US-1	20-Apr-22	16:45 PM		141	23	1468	50	54	19	952	76	157	7	48	105	127	0	63	32	3322
5020	Toney Penna Dr	Alt A1A/SR 811	15-Aug-23	7:45 AM		204	1	920	0	0	1	1110	294	235	0	0	190	0	0	0	0	2955
5020	Toney Penna Dr	Alt A1A/SR 811	15-Aug-23	14:45 MD		287	0	960	0	0	1	913	274	332	1	3	265	0	0	0	0	3036

SIGNAL#	Location EW	Location NS	DATE	PEAK HR	COUNT_TYP	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	EBL	EBU	EBT	EBR	WBL	WBU	WBT	WBR	TOTAL
5020	Toney Penna Dr	Alt A1A/SR 811	15-Aug-23	16:45	PM	308	3	1177	0	0	0	1112	303	305	0	0	247	0	0	0	0	3455
4910	Toney Penna Dr	Central Bl	26-Jan-23	7:15	AM	0	0	596	67	210	1	532	0	0	0	0	0	28	0	0	279	1713
4910	Toney Penna Dr	Central Bl	26-Jan-23	13:45	MD	0	0	476	67	171	1	517	0	0	0	0	0	53	0	0	228	1513
4910	Toney Penna Dr	Central Bl	26-Jan-23	17:00	PM	0	0	671	63	250	1	760	0	0	0	0	0	58	4	0	409	2216
4915	Toney Penna Dr	Maplewood Dr	23-Jan-19	7:15	AM	84	1	204	84	102	0	211	175	65	0	239	41	31	0	258	101	1596
4915	Toney Penna Dr	Maplewood Dr	23-Jan-19	14:30	MD	45	0	182	52	91	5	206	105	62	0	220	59	71	0	324	165	1587
4915	Toney Penna Dr	Maplewood Dr	23-Jan-19	16:45	PM	57	0	174	32	118	0	271	179	67	0	228	78	55	0	431	117	1807
5010	Toney Penna Dr	Military Tr	22-Apr-19	7:15	AM	161	3	673	169	84	1	766	76	109	0	177	214	165	0	190	64	2852
5010	Toney Penna Dr	Military Tr	22-Apr-19	14:30	MD	199	10	844	141	62	4	716	76	116	0	153	206	108	0	203	35	2873
5010	Toney Penna Dr	Military Tr	22-Apr-19	16:30	PM	281	14	867	206	38	7	715	89	81	0	135	168	166	0	301	59	3127
5020	Toney Penna Dr	Old Dixie Hwy	15-Aug-23	7:45	AM	0	0	0	116	0	0	0	26	16	0	317	63	204	0	222	42	1006
5020	Toney Penna Dr	Old Dixie Hwy	15-Aug-23	14:45	MD	0	0	0	225	0	0	0	26	4	0	407	46	147	0	342	52	1249
5020	Toney Penna Dr	Old Dixie Hwy	15-Aug-23	16:45	PM	1	0	0	262	0	0	0	37	6	0	300	33	129	0	376	83	1227
4950	Toney Penna Dr	Pennock Ln	23-Jan-19	7:15	AM	25	0	43	39	84	0	15	65	112	0	427	10	29	0	324	97	1270
4950	Toney Penna Dr	Pennock Ln	23-Jan-19	14:30	MD	15	0	28	35	61	0	28	78	87	0	446	10	25	0	501	94	1408
4950	Toney Penna Dr	Pennock Ln	23-Jan-19	16:30	PM	23	0	30	33	59	0	39	91	73	1	366	11	26	0	744	56	1552
23000	Town Center Pkwy North	Seminole Pratt Whitney Rd	13-Apr-23	7:00	AM	0	0	1093	26	84	1	1153	0	0	0	0	0	29	0	0	252	2638
23000	Town Center Pkwy North	Seminole Pratt Whitney Rd	13-Apr-23	14:00	MD	0	1	669	40	103	0	763	0	0	0	0	0	38	0	0	94	1708
23000	Town Center Pkwy North	Seminole Pratt Whitney Rd	13-Apr-23	17:00	PM	0	1	1001	47	127	1	771	0	0	0	0	0	52	0	0	86	2086
23001	Town Center Pkwy South	Seminole Pratt Whitney Rd	13-Apr-23	7:00	AM	0	0	1083	90	18	1	1265	3	1	0	1	0	50	0	0	14	2526
23001	Town Center Pkwy South	Seminole Pratt Whitney Rd	13-Apr-23	14:00	MD	0	7	874	99	38	2	1035	3	4	0	0	0	139	0	0	22	2223
23001	Town Center Pkwy South	Seminole Pratt Whitney Rd	13-Apr-23	17:00	PM	0	5	1024	136	77	2	794	2	4	0	0	3	123	0	0	37	2207
55167	Tropic Bl	US-1/Federal Hwy	18-Oct-17	8:00	AM	11	0	668	31	122	48	1334	16	1	0	0	4	47	0	0	52	2334
55167	Tropic Bl	US-1/Federal Hwy	18-Oct-17	12:45	MD	5	2	999	43	105	139	1022	14	13	0	1	11	52	0	2	64	2472
55167	Tropic Bl	US-1/Federal Hwy	18-Oct-17	16:45	PM	2	2	1507	33	79	88	1021	13	25	0	0	15	52	0	0	76	2913
29850	Turnage Bl	Australian Ave	31-Oct-22	7:45	AM	50	1	2439	1	0	2	1062	30	61	0	0	23	0	0	0	0	3669
29850	Turnage Bl	Australian Ave	31-Oct-22	12:15	MD	51	1	887	1	0	9	772	51	75	1	0	79	0	0	0	0	1927
29850	Turnage Bl	Australian Ave	31-Oct-22	16:30	PM	60	0	1069	0	0	8	2727	39	61	0	0	43	0	0	0	0	4007
29900	Tuscaloosa St	Parker Ave	28-Jun-23	7:45	AM	0	0	206	11	27	0	122	0	0	0	0	0	9	0	0	32	407
29900	Tuscaloosa St	Parker Ave	28-Jun-23	16:45	PM	0	0	193	12	28	0	350	0	0	0	0	0	22	0	0	24	629
12541	Universe Bl	Ellison Wilson Rd	20-Sep-16	7:30	AM	5	0	183	531	225	0	240	9	7	0	4	14	60	0	1	26	1305
12541	Universe Bl	Ellison Wilson Rd	20-Sep-16	12:00	MD	9	0	149	131	43	0	140	6	5	0	4	11	134	0	9	48	689
12541	Universe Bl	Ellison Wilson Rd	20-Sep-16	16:45	PM	6	0	170	52	27	0	144	4	3	0	3	7	526	0	5	217	1164
12543	Universe Bl	US-1	20-Sep-16	7:45	AM	220	0	675	0	0	0	973	142	25	0	0	74	0	0	0	0	2109
12543	Universe Bl	US-1	20-Sep-16	12:00	MD	170	14	680	0	0	0	654	75	37	0	0	71	0	0	0	0	1701
12543	Universe Bl	US-1	20-Sep-16	16:45	PM	70	4	982	0	0	0	651	29	174	3	0	144	0	0	0	0	2057
6600	University Bl	Military Tr	23-Jan-20	7:30	AM	155	55	1202	73	105	2	1476	97	62	6	53	78	181	0	71	142	3758