

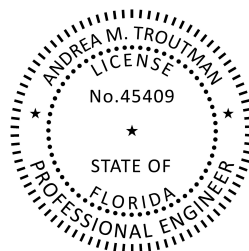
WESTLAKE POD L APARTMENTS CONCURRENCY TRAFFIC IMPACT ANALYSIS

Prepared for

EASTWIND ACQUISITIONS, LLC

Prepared by

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**#PTC25-070
December 5, 2025
Revised February 19, 2026
Revised April 20, 2026**

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 4/20/26 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

WESTLAKE POD L APARTMENTS
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WESTLAKE POD L APARTMENTS

CONCURRENCY TRAFFIC IMPACT ANALYSIS

INTRODUCTION

Pinder Troutman Consulting, Inc. (PTC) has been retained to conduct a traffic impact analysis for a proposed residential development in the City of Westlake. The purpose of this study is to determine if the proposed development meets the requirements of Article 12, Traffic Performance Standards (TPS), of the Palm Beach County Unified Land Development Code (ULDC).

SITE DATA

The site is located on the east side of Seminole Pratt-Whitney Road between Town Center Parkway North and Town Center Parkway South in the City of Westlake, as shown on **Exhibit 1**. It is proposed to develop 288 mid-rise and 72 low-rise apartment dwelling units. The Conceptual Site Plan is included in **Appendix A**.

Access to the site will be via one full access connection to Kingfisher Boulevard, one egress-only driveway to Town Center Parkway North, and one egress-only driveway to Town Center Parkway South. Issues related to driveway location, turn lanes and geometrics will be addressed during final design. Any reference to intersection geometrics is conceptual in nature and subject to final design and approval by others. Year 2030 conditions were examined. The site is located on a portion of the Parcel Control Number (PCN) 77-40-43-01-04-001-0010.

EXISTING TRAFFIC CONDITIONS

The most recent (2024) peak season daily and peak hour directional volumes for the surrounding roadway links and intersections as compiled by the Palm Beach County Traffic Division were utilized in this report. All traffic count data is included in **Appendix B**.

PROJECT TRAFFIC

Trip Generation

The daily and peak hour trip generation rates were obtained from Palm Beach County and ITE, Trip Generation, 11th Edition. **Exhibit 2** provides the daily, AM and PM peak hour trip generation data for the proposed development. For Traffic Performance Standards purposes, based on the net new peak hour trip generation of 149, the radius of development influence is two (2) miles.

Trip Distribution and Assignment

A directional distribution was developed based upon the approved Minto West (City of Westlake) traffic study, this Site's location, and a review of land uses in the area and is shown on **Exhibit 3**. For this analysis, the proposed extension of Persimmon Boulevard from Town Center Parkway to 140th Avenue was not considered to be in place. **Exhibits 4A and 4B** show the assignment of AM and PM peak hour Project traffic, as well as the Project impact percentage (% of peak hour directional service volume).

FUTURE TRAFFIC CONDITIONS

Roadway Improvements

A review was undertaken of the FDOT Transportation Improvement Program and the Palm Beach County Five Year Road Program to determine if any roadways within the study area are scheduled to be improved. There are two roadway improvements within the radius of development influence that are programmed for construction within the buildout year (2030) of this Project:

- 60th Street North: Seminole Pratt Whitney Rd to 140th Ave N; 4 Lanes; 2029; PBC
- 60th Street North: 140th Ave N to 120th Ave N; 5 Lanes; 2028; PBC

Background Traffic

Historic growth trends and committed development traffic must be analyzed in the projection of future background traffic volumes. Because the study area is affected by major committed developments with significant traffic, an areawide growth rate was not considered. Therefore, the background growth is considered to be committed development traffic plus 1% growth.

Committed development data, compiled by Palm Beach County, was reviewed. Adjustments were made to include the recently approved The Terraces, Silver Lake, Westlake Free-standing Discount

Superstore (dated 11/20/2025) and Westlake West Residential (dated 10/28/2025) projects. Additionally, insignificant committed development traffic was removed. Committed development data is provided in **Appendix C**.

TRAFFIC PERFORMANCE STANDARDS ANALYSIS

Test 1 (Intersection Analysis)

Major intersections at the termini of the significantly impacted Project-accessed link and major intersections for which a proposed development adds more than 10% of the total traffic on any link connecting a major intersection are required to be analyzed. The intersections of Seminole Pratt Whitney Road with 60th Street and Persimmon Boulevard were analyzed in the AM and PM peak hours. Additionally, the intersections of Town Center Parkway North and Town Center Parkway South with Seminole Pratt Whitney Road have been analyzed as requested by Palm Beach County. The analyses are summarized on **Exhibit 5A** and included in **Appendix D**.

Several of the intersections are not projected to meet the adopted standards with or without Project traffic. According to Florida Statute 163.3180, the intersection is considered to be a "transportation deficiency". "The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility." Furthermore, "the necessary transportation improvements to correct that deficiency shall be considered to be in place". Potential improvements for these backlogged intersections are provided in **Appendix D** and described on **Exhibit 5A**. The intersection requirements of Test 1 are met.

The City has also requested detailed analyses of the intersections of Town Center Parkway North and South with Seminole Pratt-Whitney Road using Highway Capacity Manual procedures. A summary of the intersection analysis is provided on **Exhibit 5B** with the analyses provided in the **Appendix D** of this report. The intersection of Town Center Parkway South and Seminole Pratt-Whitney Road is projected to exceed adopted standards in the PM peak hour. The improvements required to provide operation at adopted standards are the same as the improvements shown on **Exhibit 5A** and include the six laning of Seminole Pratt-Whitney Road and optimized timing.

Test 1 (Link Analysis)

The second part of Test 1 examines if any roadway links required to be analyzed are projected to operate below the adopted level of service standards. Roadway links with a Project impact greater than 1% of the LOS D are required to be analyzed. **Exhibit 6A and 6B** show future peak hour directional traffic conditions for the analyzed roadway links for AM and PM peak hour, respectively.

Some links are projected to meet the adopted standards with the existing lanes. Several links do not meet the adopted standards. However, the background traffic on several of these links is higher than the capacity. Therefore, these links are considered "transportation deficiencies". "The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility." Furthermore, "the necessary transportation improvements to correct that deficiency shall be considered to be in place". The proposed lanes and service volumes shown in the table will enable these roadway links to meet the demands of the backlogged traffic and proposed Project traffic. Therefore, the link requirements of Test 1 are met.

Test 2 (Five Year Analysis)

This test examines traffic conditions at the end of the fifth year of the FDOT Five Year Transportation Improvement Program. A Test 2 analysis is required for any roadway link within the radius of development influence where the Project impact is greater than 3% of LOS E, and outside the radius where the Project impact is greater than 5% of LOS E. As shown on **Exhibits 4A and 4B**, there are no roadway links that have a 3% (or more) impact. Therefore, the requirements of Test 2 are met.

DRIVEWAY VOLUMES

Daily and peak hour Project driveway movements and volumes are provided on **Exhibits 7A and 7B**.

CONCLUSIONS

This analysis shows that this residential development meets the requirements of the Palm Beach County Traffic Performance Standards.

EXHIBITS

Exhibit 1
Westlake Pod L Apartments
Project Location



Exhibit 2

Westlake Pod L Apartments

Trip Generation - Proposed Uses

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips	Pass-by Trips (1)		New Trips
Resid. Multi Family LR	220	72 DUs	6.74 / DU	50%	485	-	0%	485
Resid. Multi Family MR	221	288 DUs	4.54 / DU	50%	1,308	-	0%	1,308
TOTAL					1,793	-		1,793

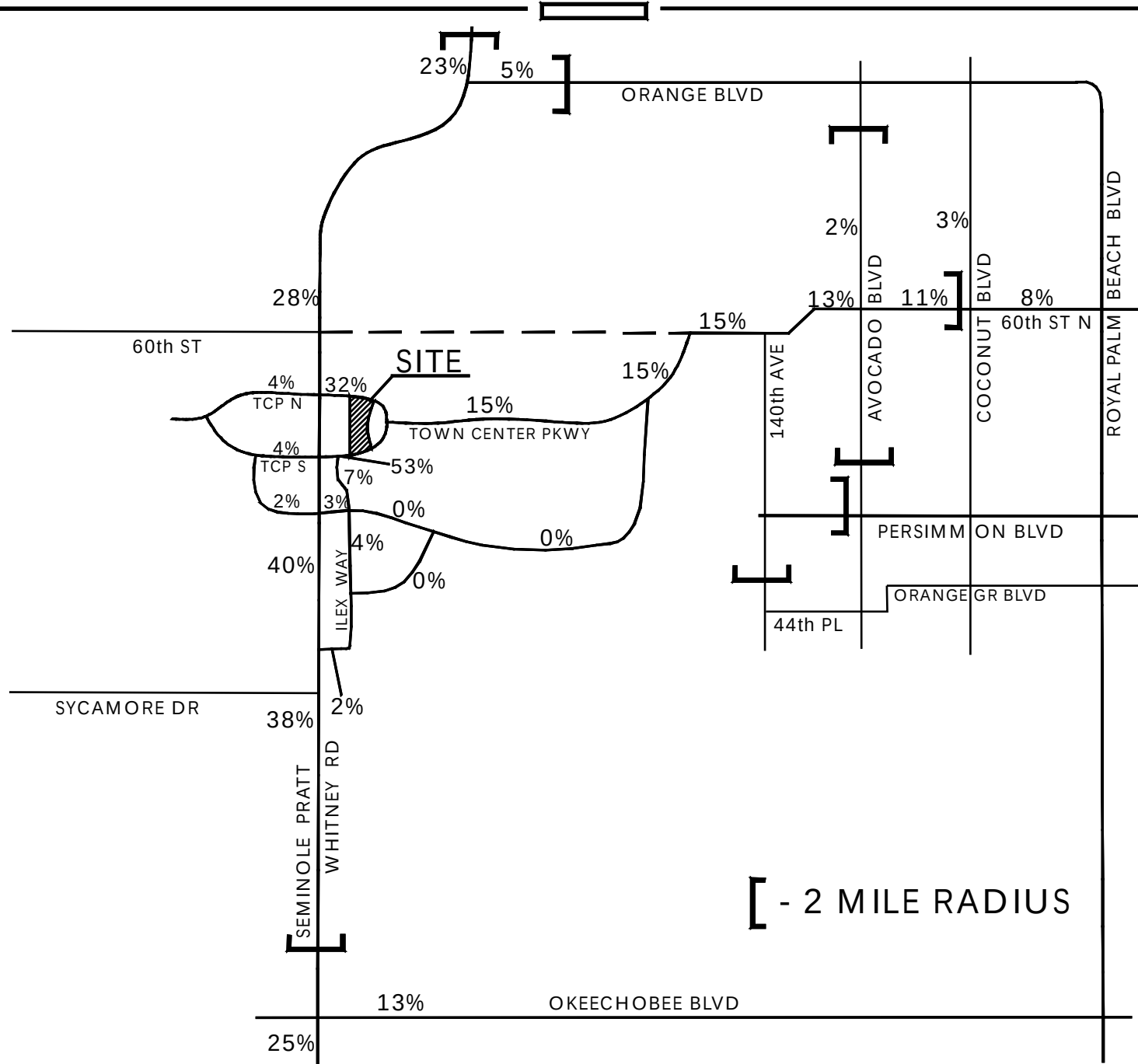
AM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips			In	Out	Trips
Resid. Multi Family LR	220	72 DUs	0.40 / DU	24%	7	22	29	-	0%	7	22	29
Resid. Multi Family MR	221	288 DUs	0.37 / DU	23%	25	82	107	-	0%	25	82	107
TOTAL					32	104	136	-		32	104	136

PM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips			In	Out	Trips
Resid. Multi Family LR	220	72 DUs	0.51 / DU	63%	23	14	37	-	0%	23	14	37
Resid. Multi Family MR	221	288 DUs	0.39 / DU	61%	68	44	112	-	0%	68	44	112
TOTAL					91	58	149	-		91	58	149

(1) Source: Palm Beach County Traffic Division and ITE Trip Generation, 11th Edition.



[- 2 MILE RADIUS

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WESTLAKE POD L

EXHIBIT 3
PROJECT TRAFFIC DISTRIBUTION

PTC

Exhibit 4A

Westlake Pod L Apartments

Project Traffic Assignment - Test 1

AM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	15.0%	16	1.82%	880	YES
				WB	15.0%	5	0.57%	880	No
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	14	1.59%	880	YES
				WB	13.0%	4	0.45%	880	No
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	11	1.25%	880	YES
				WB	11.0%	4	0.45%	880	No
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	8.0%	8	0.91%	880	No
				WB	8.0%	3	0.34%	880	No
Avocado Boulevard	Royal Palm Beach Blvd to SR 7	2L	I	EB	6.0%	6	0.68%	880	No
				WB	6.0%	2	0.23%	880	No
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Coconut Boulevard	60th Street to Orange Blvd	2L	I	NB	2.0%	2	0.23%	880	(2)
				SB	2.0%	1	0.11%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Orange Boulevard	60th Street to Orange Blvd	2L	I	NB	3.0%	3	0.34%	880	(2)
				SB	3.0%	1	0.11%	880	(2)
	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	5.0%	2	0.23%	880	No
Persimmon Blvd				WB	5.0%	5	0.57%	880	No
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	2.0%	1	0.11%	880	(2)
				WB	2.0%	2	0.23%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	3.0%	1	0.05%	1960	No
				WB	3.0%	3	0.15%	1960	No
	Ilex Way to Town Center Pkwy N	2L	I	EB	0.0%	0	0.00%	880	No
Royal Palm Beach Blvd				WB	0.0%	0	0.00%	880	No
	140th Ave to Avocado Blvd	2L	I	EB	0.0%	0	0.00%	880	No
	Persimmon Blvd to 60th Street N	2L	I	NB	1.0%	0	0.00%	880	No
				SB	1.0%	1	0.11%	880	No
Seminole Pratt Whitney Rd	60th Street N to Orange Blvd	2L	I	NB	1.0%	1	0.11%	880	No
				SB	1.0%	0	0.00%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	38.0%	12	0.61%	1960	No
				SB	38.0%	40	2.04%	1960	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	40.0%	13	0.66%	1960	No
				SB	40.0%	42	2.14%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	42.0%	13	0.73%	1770	No
				SB	42.0%	44	2.49%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	28.0%	29	1.48%	1960	YES
				SB	28.0%	9	0.46%	1960	No
	Orange Blvd to Temple Blvd	4LD	I	NB	23.0%	24	0.72%	3320	No
				SB	23.0%	7	0.21%	3320	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.

Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4B
Westlake Pod L Apartments
Project Traffic Assignment - Test 1

PM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	15.0%	9	1.02%	880	YES
				WB	15.0%	14	1.59%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	8	0.91%	880	No
				WB	13.0%	12	1.36%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	6	0.68%	880	No
				WB	11.0%	10	1.14%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	8.0%	5	0.57%	880	No
				WB	8.0%	7	0.80%	880	No
Avocado Boulevard	Royal Palm Beach Blvd to SR 7	2L	I	EB	6.0%	3	0.34%	880	No
				WB	6.0%	5	0.57%	880	No
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Coconut Boulevard	60th Street to Orange Blvd	2L	I	NB	2.0%	1	0.11%	880	(2)
				SB	2.0%	2	0.23%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Orange Boulevard	60th Street to Orange Blvd	2L	I	NB	3.0%	2	0.23%	880	(2)
				SB	3.0%	3	0.34%	880	(2)
	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	5.0%	5	0.57%	880	No
Persimmon Blvd				WB	5.0%	3	0.34%	880	No
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	2.0%	2	0.23%	880	(2)
				WB	2.0%	1	0.11%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	3.0%	3	0.15%	1960	No
				WB	3.0%	2	0.10%	1960	No
	Ilex Way to Town Center Pkwy N	2L	I	EB	0.0%	0	0.00%	880	No
Royal Palm Beach Blvd				WB	0.0%	0	0.00%	880	No
	140th Ave to Avocado Blvd	2L	I	EB	0.0%	0	0.00%	880	No
	Persimmon Blvd to 60th Street N	2L	I	NB	1.0%	1	0.11%	880	No
				SB	1.0%	1	0.11%	880	No
Seminole Pratt Whitney Rd	60th Street N to Orange Blvd	2L	I	NB	1.0%	1	0.11%	880	No
				SB	1.0%	1	0.11%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	38.0%	35	1.79%	1960	YES
				SB	38.0%	22	1.12%	1960	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	40.0%	36	1.84%	1960	YES
				SB	40.0%	23	1.17%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	42.0%	38	2.15%	1770	YES
				SB	42.0%	24	1.36%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	28.0%	16	0.82%	1960	No
				SB	28.0%	25	1.28%	1960	YES
	Orange Blvd to Temple Blvd	4LD	I	NB	23.0%	13	0.39%	3320	No
				SB	23.0%	21	0.63%	3320	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.

Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 5A
Westlake Pod L Apartments
Test 1 Intersection Analysis ⁽¹⁾

Intersection	Year 2030			
	AM Peak Hour		PM Peak Hour	
	Critical Volume	Capacity Level	Critical Volume	Capacity Level
<u>60th St & Seminole Pratt Whitney Rd</u>				
Existing Lanes				
WITHOUT Project	1911	OVER	1874	OVER
With Project	1916	OVER	1886	OVER
With Improvements (2)				
WITHOUT Project	1213	NEAR	1345	NEAR
With Project	1228	NEAR	1357	NEAR
<u>Persimmon Blvd & Seminole Pratt Whitney Rd</u>				
Existing Lanes				
WITHOUT Project	1645	OVER	1780	OVER
With Project	1665	OVER	1798	OVER
With Improvements (3)				
WITHOUT Project	1228	NEAR	1363	NEAR
With Project	1242	NEAR	1375	NEAR
<u>Town Center Pkwy N & Seminole Pratt Whitney Rd</u>				
Existing Lanes				
With Project	1278	NEAR	1264	NEAR
<u>Town Center Pkwy S & Seminole Pratt Whitney Rd</u>				
Existing Lanes				
WITHOUT Project	1320	NEAR	1601	OVER
With Project	1365	NEAR	1629	OVER
With Improvements (3)				
WITHOUT Project	1019	UNDER	1324	NEAR
With Project	1064	UNDER	1352	NEAR

(1) See Appendix D for intersection capacity analyses.

(2) Includes EB Right Turn Lane, WB Right Turn Lane and NB Dual Left Turn Lanes

(3) Includes 6 laning NB and SB.

Exhibit 5B
Westlake Pod L Apartments
Supplemental Intersection Analysis (1)

Intersection	Year 2030			
	AM Peak Hour		PM Peak Hour	
	Inters. Delay (sec)	LOS	Inters. Delay (sec)	LOS
<u>Town Center Parkway North / Seminole Pratt-Whitney Road</u> Existing Lanes With Project	49.4	D	44.9	D
<u>Town Center Parkway South / Seminole Pratt-Whitney Road</u> Existing Lanes With Project	37.3	D	154.0	F
Improvements (2) With Project	N/A	N/A	52.8	D

(1) See Appendix D for intersection capacity analyses.

(2) Includes 6 laning NB and SB and optimized timing.

Exhibit 6A
Westlake Pod L Apartments
Test 1 Link Analysis - AM Peak Hour

Roadway	Link	Dir	Lanes	AM PEAK HOUR											
				Existing ¹	Count Year	Committed Dev. Analysis ²			SR 7 Divers.	Total Bkgd.	Meets Std?	Project	Total (2030)	Service Volume	Meets Std?
						Projects	Growth	Total							
60th St N	Town Center Pkwy to 140th Ave	EB	4LD	103	2024	504	6	511	76	690	Yes	16	706	1,960	Yes
	140th to Avocado Blvd	EB	5L	103	2024	436	6	442	76	621	Yes	14	635	1,960	Yes
	Avocado Blvd to Coconut Blvd	EB	5L	103	2024	377	6	383	76	562	Yes	11	573	1,960	Yes
Seminole Pratt Whitney Rd	Okeechobee Blvd to Sycamore Dr	SB	4LD	2,302	2024	1,051	142	1,193	-	3,495	NO	40	3,535	3,320	NO Trans.Def; Needs 6L, 4980
	Sycamore Dr to Persimmon Blvd	SB	4LD	1,408	2024	1,082	87	1,169	-	2,577	NO	42	2,619	1,960	NO Trans.Def; Needs 6L, 2940
	Persimmon Blvd to Town Center Pkwy S	SB	4LD	1,408	2024	752	87	839	-	2,247	NO	42	2,289	1,770	NO Trans.Def; Needs 6L, 2680
	Town Center Pkwy S to 60th St	SB	4LD	1,408	2024	752	87	839	-	2,247	NO	44	2,291	1,770	NO Trans.Def; Needs 6L, 2680
	60th St to Orange Blvd	NB	4LD	1,163	2024	669	72	741	(76)	1,828	Yes	29	1,857	1,960	Yes

(1) Count data from Palm Beach County. See Appendix B. 60th Street volumes are from intersection with Royal Palm Beach Blvd. Persimmon Blvd volumes are from intersection with Seminole Pratt-Whitney Rd.
(2) Committed development data from County TPS Database. See Appendix D. Growth rate of 1% applied.

Exhibit 6B
Westlake Pod L Apartments
Test 1 Link Analysis - PM Peak Hour

Roadway	Link	Dir	Lanes	PM PEAK HOUR											
				Existing ¹	Count Year	Committed Dev. Analysis ²			SR 7 Divers.	Total Bkgd.	Meets Std?	Project	Total (2030)	Service Volume	Meets Std?
						Projects	Growth	Total							
60th St N	Town Center Pkwy to 140th Ave	EB	4LD	32	2024	442	2	444	29	505	Yes	9	514	1,960	Yes
	Town Center Pkwy to 140th Ave	WB	4LD	64	2024	565	4	569	67	700	Yes	14	714	1,960	Yes
	140th to Avocado Blvd	WB	5L	64	2024	489	4	493	67	624	Yes	12	636	1,960	Yes
	Avocado Blvd to Coconut Blvd	WB	5L	64	2024	419	4	423	67	554	Yes	10	564	1,960	Yes
Seminole Pratt Whitney Rd	Okeechobee Blvd to Sycamore Dr	NB	4LD	1,587	2024	1,217	98	1,315	-	2,902	Yes	35	2,937	3,320	Yes
	Okeechobee Blvd to Sycamore Dr	SB	4LD	1,112	2024	984	68	1,052	-	2,164	Yes	22	2,186	3,320	Yes
	Sycamore Dr to Persimmon Blvd	NB	4LD	1,337	2024	1,217	82	1,299	-	2,636	NO	36	2,672	1,960	NO Trans.Def; Needs 6L, 2940
	Sycamore Dr to Persimmon Blvd	SB	4LD	1,178	2024	983	72	1,055	-	2,233	NO	23	2,256	1,960	NO Trans.Def; Needs 6L, 2940
	Persimmon Blvd to Town Center Pkwy S	NB	4LD	1,337	2024	997	82	1,079	-	2,416	NO	38	2,454	1,770	NO Trans.Def; Needs 6L, 2680
	Persimmon Blvd to Town Center Pkwy S	SB	4LD	1,178	2024	1,072	72	1,144	-	2,322	NO	24	2,346	1,770	NO Trans.Def; Needs 6L, 2680
	Town Center Pkwy S to 60th St	NB	4LD	1,337	2024	997	82	1,079	-	2,416	NO	38	2,454	1,770	NO Trans.Def; Needs 6L, 2680
	Town Center Pkwy S to 60th St	SB	4LD	1,178	2024	1,072	72	1,144	-	2,322	NO	24	2,346	1,770	NO Trans.Def; Needs 6L, 2680
	60th St to Orange Blvd	SB	4LD	866	2024	806	53	859	(67)	1,658	Yes	25	1,683	1,960	Yes

(1) Count data from Palm Beach County. See Appendix B. 60th Street volumes are from intersection with Royal Palm Beach Blvd. Persimmon Blvd volumes are from intersection with Seminole Pratt-Whitney Rd.
(2) Committed development data from County TPS Database. See Appendix D. Growth rate of 1% applied.



TOWN CNTR PKWY NORTH

15%
5%
10%

SITE

KINGFISHER BLVD

75%

22%
28%

42%
58%

15%

27%
3%

TOWN CNTR PKWY SOUTH

25-070
11/18/25

WESTLAKE POD L
APARTMENTS

EXHIBIT 7A
PROJECT DRIVEWAY MOVEMENTS

PTC



TOWN CNTR PKWY NORTH

16 (9)
5 (3)

179

SITE

KINGFISHER BLVD

1,345

23 (13)

29 (16)

13 (38)

19 (53)

269

28 (15)
3 (2)

TOWN CNTR PKWY SOUTH

LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR
XXX - ADT

25-070
2/18/26

WESTLAKE POD L
APARTMENTS

EXHIBIT 7B
PROJECT DRIVEWAY VOLUMES

PTC

APPENDIX A

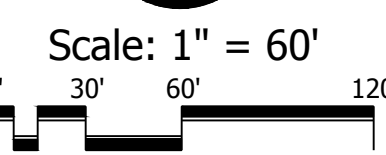


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www.cotleurhearing.com
Lic# LC-C000239

*MINUTO WESTLAKE
WESTLAKE TOWN CENTER*

SITE PLAN
City of Westlake, Florida

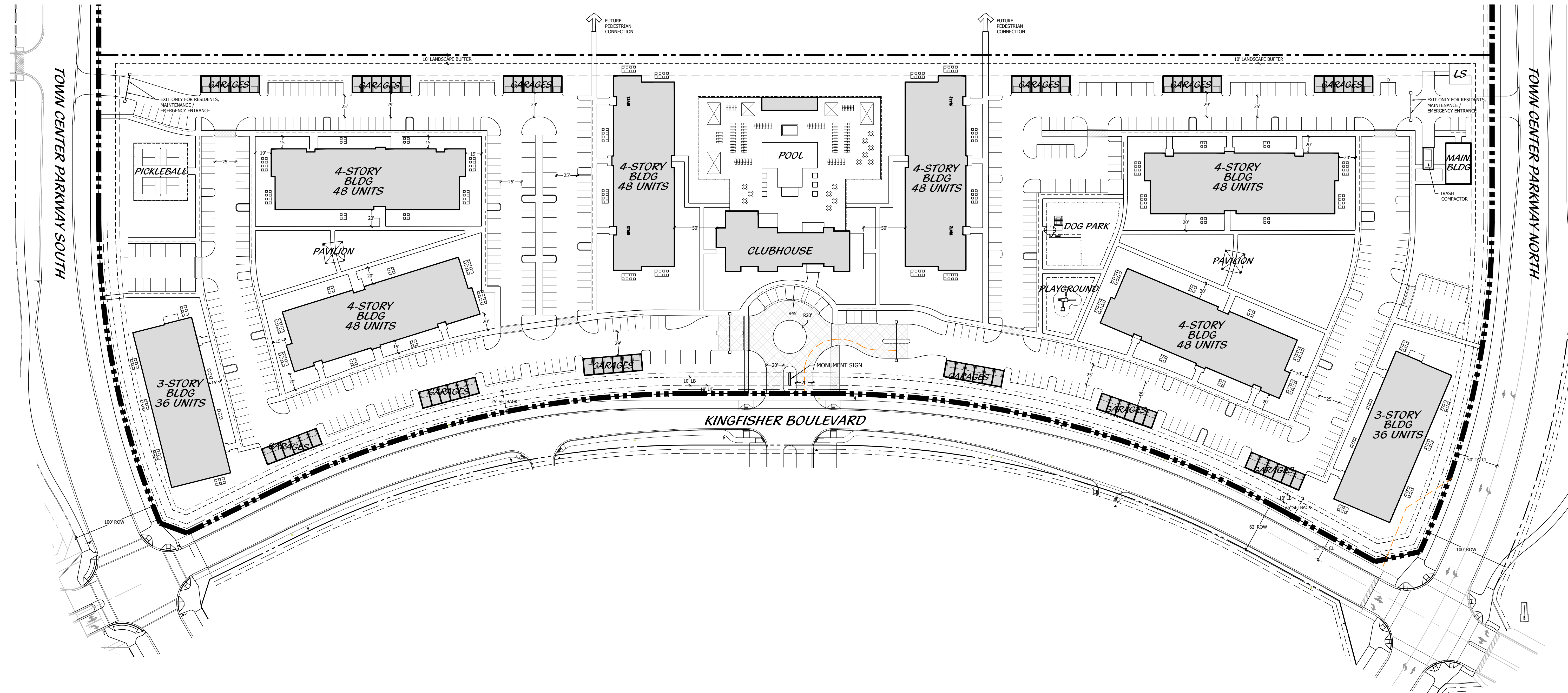
DESIGNED _____	DEH
DRAWN _____	JAE
APPROVED _____	DEH
JOB NUMBER _____	13-0518.82
DATE _____	01-21-26
REVISIONS _____	



January 21, 2026 4:53:29 p.m.
Drawing: 13-0518.113_BASE.DWG

SHEET CP2 OF 2

COTLEUR & HEARING, INC.
These drawings are the property of the architect and are to be used for extensions or on other projects except agreement in writing with the architect. Immediately report any discrepancies to the architect.



Site Plan

APPENDIX B

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES					2024 DAILY		DIR LOS STD	AM PEAK HOUR			PM PEAK HOUR		
					2019	2020	2021	2022	2023	VOL	DATE		2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2802	PROSPERITY FARMS RD	Hood Rd	PGA Blvd	4D	20599	20348	17169	19045	18823	19493	2/6/2024	1960	1357	598	759	1784	990	828
2804	PROSPERITY FARMS RD	PGA Blvd	Bums Rd	5	27495	27697	24873	25837	26332	25929	2/6/2024	1770	1867	971	948	2291	1072	1261
2836	PROSPERITY FARMS RD	Bums Rd	Lighthouse Dr	2	17968	18111	16336	17245	17162	17286	2/20/2024	1102	1359	705	683	1465	691	791
2806	PROSPERITY FARMS RD	Lighthouse Dr	Northlake Blvd	2	17958		15339	16354	15008	16367	2/20/2024	1102	1231	546	697	1329	621	725
4637	PURDY LN	Jog Rd	Haverhill Rd	2	7814	9053	8751	8769	9186	8912	2/7/2024	880	665	212	471	814	453	507
4639	PURDY LN	Haverhill Rd	Military Tr	2	9810		9246		10873	10625	4/16/2024	880	779	529	268	946	392	554
2831	RCA BLVD	Alt A1A	Prosperity Farns Rd	2	10186	10434	7267	8470	8401	8772	2/6/2024	880	661	454	263	807	344	469
3681	ROEBUCK RD	Haverhill Rd	Military Trail	2	9931	10231			11902	12538	4/16/2024	810	1187	696	540	1206	527	687
3414	SANSBURYS WAY	Belvedere Rd	Southern Blvd	2			15965	14390	15814	15430	2/13/2024	880	1301	807	522	1577	795	782
4806	SEACREST BLVD	Hypoluxo Rd	Gateway Blvd	5	13423		11935		13769	14841	2/6/2024	1960	971	600	388	1402	876	581
5302	SEACREST BLVD	Gateway Blvd	Boynton Beach Blvd	5	13586	13009	11557		13078	12700	1/29/2024	1960	1026	387	639	1219	760	465
5800	SEACREST BLVD	Boynton Beach Blvd	Woolbright Rd	5	13636		11204		12486	12783	1/29/2024	1960	1086	444	648	1203	690	561
5802	SEACREST BLVD	Woolbright Rd	23rd Ave	4	21693	21887	18695		20413	20102	1/22/2024	1860	1667	659	1008	1653	968	725
2406	SEMINOLE PRATT-WHIT	Northlake Blvd	Orange Bl	2	13848		14997	14714	17336	17938	4/2/2024	1140	1516	843	702	1402	714	725
2408	SEMINOLE PRATT-WHIT	Orange Bl	60Th St N	4D	17708	18316	20107	19608	20500	21956	4/2/2024	1960	2314	1163	1179	1677	819	866
3442	SEMINOLE PRATT-WHIT	60Th St N	Sycamore Dr E	4D	19875		21677	23921	29968	25934	4/8/2024	1960	2643	1235	1408	2515	1337	1178
3424	SEMINOLE PRATT-WHIT	Sycamore Dr E	Okeechobee Blvd	4D	21565		23152	26778	31025	34983	2/28/2024	3320	3381	1089	2302	2680	1587	1112
3420	SEMINOLE PRATT-WHIT	Okeechobee Blvd	Southern Blvd	4D	20676	21431	22543	23165	29368	30350	2/28/2024	1960	2451	862	1598	2357	1405	964
4200	SHERWOOD FOREST BL	Forest Hill Blvd	Cresthaven Blvd	2	8237	7925	8110	7908	8340	8572	2/7/2024	880	733	403	330	794	350	447

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22350	45th St	Village Bl	12/4/2023	12:00 PM	0	104	20	276	1	130	54	125	12	91	1226	97	5	348	1302	52	3843
22350	45th St	Village Bl	12/4/2023	4:45 PM	0	130	29	531	0	154	126	192	16	87	1377	296	3	829	1897	33	5700
22350	45th St	Village Bl	12/3/2020	7:30 AM	0	98	53	628	0	43	3	26	4	105	1374	76	0	238	1023	60	3731
22350	45th St	Village Bl	12/3/2020	12:00 PM	0	78	29	266	0	110	52	92	10	94	1050	113	10	326	1342	60	3632
22350	45th St	Village Bl	12/3/2020	4:45 PM	0	129	29	406	0	121	75	126	17	71	1303	157	2	455	1410	31	4332
22340	45th St	Walmart	6/30/2020	8:15 AM	0	2	0	5	0	150	0	47	2	22	1187	4	29	3	920	108	2479
22340	45th St	Walmart	6/30/2020	12:00 PM	0	5	0	6	0	254	0	74	3	51	1052	6	32	10	1128	171	2792
22340	45th St	Walmart	6/30/2020	4:45 PM	0	5	0	4	0	381	2	79	5	44	1153	0	55	3	1673	213	3617
23700	47th PL N/Loring Dr	Haverhill Rd	10/3/2023	7:15 AM	0	161	1391	59	0	41	912	111	0	111	0	142	0	27	0	10	2965
23700	47th PL N/Loring Dr	Haverhill Rd	10/3/2023	1:45 PM	0	77	626	18	0	16	786	49	0	52	0	89	0	34	0	38	1785
23700	47th PL N/Loring Dr	Haverhill Rd	10/3/2023	4:45 PM	0	27	843	21	0	13	1874	12	0	16	2	20	0	62	1	36	2927
38900	50th St S/Windsor Lakes	SR 7	9/19/2024	7:45 AM	15	143	1895	0	0	0	2733	92	0	75	0	154	0	0	0	0	5107
38900	50th St S/Windsor Lakes	SR 7	9/19/2024	11:00 AM	6	80	1898	0	2	0	1744	57	0	130	0	71	0	0	0	0	3988
38900	50th St S/Windsor Lakes	SR 7	9/19/2024	4:45 PM	1	196	2464	0	0	0	2822	67	0	169	0	144	0	0	0	0	5863
38900	50th St S/Windsor Lakes	SR 7	9/21/2021	7:45 AM	14	106	1787	0	0	0	2192	71	0	93	0	161	0	0	0	0	4424
38900	50th St S/Windsor Lakes	SR 7	9/21/2021	11:00 AM	5	70	1200	0	0	0	1169	64	0	107	0	86	0	0	0	0	2701
38900	50th St S/Windsor Lakes	SR 7	9/21/2021	4:45 PM	7	145	2348	0	3	0	2005	68	0	105	0	116	0	0	0	0	4797
21400	54th St	US-1/Broadway	10/30/2024	4:45 AM	0	12	827	8	0	23	1087	16	3	14	5	13	1	10	7	25	2051
21400	54th St	US-1/Broadway	10/30/2024	7:45 AM	0	1	740	8	0	12	941	4	2	6	2	8	0	15	3	19	1761
21400	54th St	US-1/Broadway	1/26/2021	7:45 AM	0	9	679	4	0	18	862	2	2	11	2	16	0	9	0	14	1628
21400	54th St	US-1/Broadway	1/26/2021	4:45 PM	0	28	1055	17	0	17	1016	16	8	37	4	15	0	13	4	38	2268
22075	60th St N	Royal Palm Beach Bl	12/18/2024	7:30 AM	0	16	429	8	0	926	646	1	0	3	91	9	0	2	9	316	2456
22075	60th St N	Royal Palm Beach Bl	12/18/2024	12:00 PM	0	2	545	6	0	361	592	1	0	8	24	2	1	6	11	378	1937

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
22075	60th St N	Royal Palm Beach Bl	12/18/2024	5:00 PM	0	15	855	8	0	843	1123	11	0	1	25	6	0	8	38	980	3913
22075	60th St N	Royal Palm Beach Bl	1/13/2022	7:30 AM	0	4	366	7	0	581	232	2	0	0	28	6	0	3	4	199	1432
22075	60th St N	Royal Palm Beach Bl	1/13/2022	5:00 PM	0	2	304	8	0	350	365	3	0	2	7	4	0	4	31	549	1629
22075	60th St N	Royal Palm Beach Bl	12/9/2020	7:00 AM	0	4	365	8	0	663	226	2	0	1	19	4	0	1	4	152	1449
22075	60th St N	Royal Palm Beach Bl	12/9/2020	4:00 PM	0	13	393	6	0	334	426	2	0	4	5	6	1	12	21	764	1987
22050	60th St N	Seminole Pratt Whitne	1/9/2024	7:00 AM	2	206	1038	0	2	0	862	8	2	21	0	311	0	0	0	0	2452
22050	60th St N	Seminole Pratt Whitne	1/9/2024	2:00 PM	4	152	655	0	1	0	714	16	0	14	0	273	0	0	0	0	1829
22050	60th St N	Seminole Pratt Whitne	1/9/2024	5:00 PM	4	267	874	0	2	0	768	29	0	12	0	234	0	0	0	0	2190
22050	60th St N	Seminole Pratt Whitne	4/17/2023	7:00 AM	0	199	950	0	1	0	915	9	0	10	0	313	0	0	0	0	2397
22050	60th St N	Seminole Pratt Whitne	4/17/2023	2:00 PM	1	158	619	0	0	0	679	9	0	9	0	192	0	0	0	0	1667
22050	60th St N	Seminole Pratt Whitne	4/17/2023	5:00 PM	0	235	848	0	1	2	763	16	1	12	0	164	0	0	0	0	2042
22050	60th St N	Seminole Pratt Whitne	9/29/2021	6:45 AM	0	175	956	0	2	0	1002	11	0	23	0	319	0	0	0	0	2488
22050	60th St N	Seminole Pratt Whitne	9/29/2021	2:00 PM	1	138	527	0	1	0	620	9	0	19	0	228	0	0	0	0	1543
22050	60th St N	Seminole Pratt Whitne	9/29/2021	5:00 PM	0	257	824	0	0	0	712	31	0	12	0	224	0	0	0	0	2060
22050	60th St N	Seminole Pratt Whitne	2/5/2020	6:45 AM	0	200	680	0	0	0	1002	21	0	19	0	349	0	0	0	0	2271
22050	60th St N	Seminole Pratt Whitne	2/5/2020	2:30 PM	0	106	622	0	0	0	360	11	0	15	0	83	0	0	0	0	1197
22050	60th St N	Seminole Pratt Whitne	2/5/2020	5:00 PM	0	181	802	0	0	0	631	11	0	21	0	206	0	0	0	0	1852
37875	6th Ave S	A St	10/11/2023	7:15 AM	0	197	203	35	0	57	144	301	1	182	890	82	1	17	1118	33	3261
37875	6th Ave S	A St	10/11/2023	2:45 PM	0	148	132	12	0	84	143	215	1	189	705	18	4	21	724	62	2458
37875	6th Ave S	A St	10/11/2023	4:45 PM	0	137	162	29	0	73	173	202	1	315	1354	40	1	35	888	42	3452
37850	6th Ave S	I 95 East	3/9/2020	7:15 AM	0	395	0	445	0	0	0	0	0	715	513	0	0	0	1139	440	3647
37850	6th Ave S	I 95 East	3/9/2020	12:00 PM	0	429	0	433	0	0	0	0	0	284	578	0	0	0	539	268	2531
37850	6th Ave S	I 95 East	3/9/2020	4:45 PM	0	917	0	667	0	0	0	0	3	615	872	0	0	0	950	364	4388

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
24101	Persimmon Bl	Seminole Pratt Whitne	1/9/2024	7:00 AM	3	40	1195	62	2	23	1649	33	0	21	13	37	0	264	11	53	3406
24101	Persimmon Bl	Seminole Pratt Whitne	1/9/2024	2:00 PM	1	57	950	68	9	54	996	50	0	23	31	90	0	121	19	35	2504
24101	Persimmon Bl	Seminole Pratt Whitne	1/9/2024	5:00 PM	0	95	1525	105	6	88	1404	42	0	47	54	129	0	165	37	41	3738
24101	Persimmon Bl	Seminole Pratt Whitne	4/17/2023	7:00 AM	0	32	918	122	11	47	1072	51	1	33	13	45	0	239	13	99	2696
24101	Persimmon Bl	Seminole Pratt Whitne	4/17/2023	2:00 PM	0	22	779	100	22	89	743	60	0	30	10	55	1	124	17	42	2094
24101	Persimmon Bl	Seminole Pratt Whitne	4/17/2023	5:00 PM	0	19	997	151	17	109	703	59	0	20	14	63	0	136	11	43	2342
24101	Persimmon Bl	Seminole Pratt Whitne	11/17/2022	6:45 AM	4	33	931	181	16	47	1170	63	0	35	9	24	0	292	20	85	2910
24101	Persimmon Bl	Seminole Pratt Whitne	11/17/2022	2:00 PM	0	18	638	119	13	88	694	63	1	21	9	47	0	133	14	53	1911
24101	Persimmon Bl	Seminole Pratt Whitne	11/17/2022	4:45 PM	0	14	1015	183	19	108	920	73	0	36	12	65	0	223	9	60	2737
24101	Persimmon Bl	Seminole Pratt Whitne	9/28/2021	6:45 AM	2	4	856	95	10	50	1031	6	0	0	0	3	0	224	3	25	2309
24101	Persimmon Bl	Seminole Pratt Whitne	9/28/2021	2:00 PM	0	4	538	76	11	52	593	20	0	0	1	4	0	102	0	35	1436
24101	Persimmon Bl	Seminole Pratt Whitne	9/28/2021	4:45 PM	0	2	971	80	14	47	675	1	0	1	0	7	0	163	0	50	2011
24101	Persimmon Bl	Seminole Pratt Whitne	5/3/2021	6:45 AM	1	9	837	199	10	57	1273	3	0	1	0	1	0	49	0	19	2459
24101	Persimmon Bl	Seminole Pratt Whitne	5/3/2021	5:00 PM	1	0	1372	86	19	36	862	4	0	2	1	9	0	181	0	21	2594
24101	Persimmon Bl	Seminole Pratt Whitne	2/4/2020	6:30 AM	0	2	831	63	23	39	1295	3	0	0	0	0	0	43	0	4	2303
24101	Persimmon Bl	Seminole Pratt Whitne	2/4/2020	2:30 PM	2	0	760	81	23	46	655	5	0	2	1	2	0	84	1	21	1683
24101	Persimmon Bl	Seminole Pratt Whitne	2/4/2020	5:00 PM	0	0	966	58	21	62	801	0	0	1	0	2	0	74	0	27	2012
27657	Persimmon Bl	SR 7	10/6/2022	7:00 AM	0	98	229	0	0	0	713	1	0	0	0	371	0	0	0	0	1412
27657	Persimmon Bl	SR 7	10/6/2022	5:00 PM	0	302	715	0	0	0	398	3	0	0	1	149	0	0	0	0	1568
27657	Persimmon Bl	SR 7	4/27/2021	7:00 AM	0	100	213	0	0	0	676	0	0	1	0	339	0	0	0	0	1329
27657	Persimmon Bl	SR 7	4/27/2021	5:00 PM	0	249	659	0	0	0	337	3	0	3	0	167	0	0	0	0	1418
14280	PGA Bl	Ave of the Champions	1/16/2024	7:30 AM	0	7	80	27	0	385	56	35	1	52	319	16	49	209	372	340	1948
14280	PGA Bl	Ave of the Champions	1/16/2024	12:00 PM	0	10	109	50	0	305	90	37	0	67	318	12	81	196	361	271	1907

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
4910	Toney Penna Dr	Central Bl	9/1/2021	5:00 PM	0	0	625	56	0	203	533	0	0	0	0	0	1	66	0	320	1804
4910	Toney Penna Dr	Central Bl	6/15/2021	7:30 AM	0	0	437	40	0	193	374	0	0	0	0	0	0	29	0	231	1304
4910	Toney Penna Dr	Central Bl	6/15/2021	10:00 AM	0	0	338	60	0	90	310	0	0	0	0	0	0	41	0	167	1006
4910	Toney Penna Dr	Central Bl	6/15/2021	4:45 PM	0	0	568	41	0	198	539	0	0	0	0	0	0	46	0	383	1775
4910	Toney Penna Dr	Central Bl	2/3/2021	7:00 AM	0	0	549	51	2	178	437	0	0	0	0	0	0	26	4	260	1507
4910	Toney Penna Dr	Central Bl	2/3/2021	1:45 PM	0	0	525	58	5	155	505	0	0	0	0	0	0	64	1	211	1524
4910	Toney Penna Dr	Central Bl	2/3/2021	5:00 PM	0	0	639	62	0	208	710	0	0	0	0	0	0	43	0	345	2007
5010	Toney Penna Dr	Military Tr	4/24/2024	7:15 AM	3	204	812	212	2	84	623	69	0	75	224	246	0	190	206	86	3036
5010	Toney Penna Dr	Military Tr	4/24/2024	2:30 PM	8	200	849	168	26	84	860	152	0	124	191	251	0	184	216	96	3409
5010	Toney Penna Dr	Military Tr	4/24/2024	4:30 PM	5	265	1052	216	11	47	752	138	0	72	201	217	0	209	326	116	3627
5020	Toney Penna Dr	Old Dixie Hwy	8/15/2023	7:45 AM	0	0	0	116	0	0	0	26	0	16	317	63	0	204	222	42	1006
5020	Toney Penna Dr	Old Dixie Hwy	8/15/2023	2:45 PM	0	0	0	225	0	0	0	26	0	4	407	46	0	147	342	52	1249
5020	Toney Penna Dr	Old Dixie Hwy	8/15/2023	4:45 PM	0	1	0	262	0	0	0	37	0	6	300	33	0	129	376	83	1227
23000	Town Center Pkwy North	Seminole Pratt Whitne	8/22/2024	7:00 AM	1	3	1024	53	1	21	1207	82	0	4	2	1	0	102	5	18	2524
23000	Town Center Pkwy North	Seminole Pratt Whitne	8/22/2024	2:00 PM	8	6	648	69	0	9	769	19	0	22	13	7	0	132	14	13	1729
23000	Town Center Pkwy North	Seminole Pratt Whitne	8/22/2024	5:00 PM	5	2	1276	147	0	19	1309	42	0	32	25	3	0	137	17	18	3032
23000	Town Center Pkwy North	Seminole Pratt Whitne	1/9/2024	7:00 AM	1	0	934	15	0	104	958	0	0	0	0	0	0	27	0	253	2292
23000	Town Center Pkwy North	Seminole Pratt Whitne	1/9/2024	2:00 PM	1	0	723	28	1	116	800	0	0	0	0	0	1	44	0	86	1800
23000	Town Center Pkwy North	Seminole Pratt Whitne	1/9/2024	5:00 PM	0	0	954	46	0	133	762	0	0	0	0	0	0	50	0	115	2060
23000	Town Center Pkwy North	Seminole Pratt Whitne	4/13/2023	7:00 AM	0	0	1093	26	1	84	1153	0	0	0	0	0	0	29	0	252	2638
23000	Town Center Pkwy North	Seminole Pratt Whitne	4/13/2023	2:00 PM	1	0	669	40	0	103	763	0	0	0	0	0	0	38	0	94	1708
23000	Town Center Pkwy North	Seminole Pratt Whitne	4/13/2023	5:00 PM	1	0	1001	47	1	127	771	0	0	0	0	0	0	52	0	86	2086
23000	Town Center Pkwy North	Seminole Pratt Whitne	12/5/2022	7:00 AM	2	0	1380	80	0	21	1696	0	0	0	0	0	0	63	0	7	3249
23000	Town Center Pkwy North	Seminole Pratt Whitne	12/5/2022	3:45 PM	5	0	1207	60	1	17	1235	0	0	0	0	0	0	153	0	13	2691

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
23000	Town Center Pkwy North	Seminole Pratt Whitne	12/5/2022	5:00 PM	5	0	1387	62	0	4	1319	0	0	0	0	0	0	69	0	8	2854
23000	Town Center Pkwy North	Seminole Pratt Whitne	9/29/2021	6:30 AM	0	0	792	20	0	80	1210	1	0	0	0	0	0	40	0	191	2334
23000	Town Center Pkwy North	Seminole Pratt Whitne	9/29/2021	2:00 PM	1	0	601	31	1	78	683	0	0	0	0	0	0	37	0	63	1495
23000	Town Center Pkwy North	Seminole Pratt Whitne	9/29/2021	5:00 PM	1	0	956	55	0	101	719	0	0	1	0	0	0	43	0	84	1960
23000	Town Center Pkwy North	Seminole Pratt Whitne	5/6/2021	7:00 AM	3	1	1083	44	1	17	1513	0	0	0	0	0	1	121	0	2	2786
23000	Town Center Pkwy North	Seminole Pratt Whitne	5/6/2021	3:45 PM	0	0	986	59	0	141	889	0	0	0	0	0	1	83	0	85	2244
23000	Town Center Pkwy North	Seminole Pratt Whitne	5/6/2021	5:00 PM	0	2	1127	70	1	126	867	2	0	0	0	0	0	54	0	67	2316
23001	Town Center Pkwy South	Seminole Pratt Whitne	1/9/2024	7:00 AM	2	0	947	118	2	29	1106	61	0	4	3	0	0	101	8	16	2397
23001	Town Center Pkwy South	Seminole Pratt Whitne	1/9/2024	2:00 PM	12	2	715	106	2	30	774	38	0	24	14	6	0	124	7	28	1882
23001	Town Center Pkwy South	Seminole Pratt Whitne	1/9/2024	5:00 PM	2	3	1229	176	0	29	945	65	0	30	38	6	0	174	32	17	2746
23001	Town Center Pkwy South	Seminole Pratt Whitne	4/13/2023	7:00 AM	0	0	1083	90	1	18	1265	3	0	1	1	0	0	50	0	14	2526
23001	Town Center Pkwy South	Seminole Pratt Whitne	4/13/2023	2:00 PM	7	0	874	99	2	38	1035	3	0	4	0	0	0	139	0	22	2223
23001	Town Center Pkwy South	Seminole Pratt Whitne	4/13/2023	5:00 PM	5	0	1024	136	2	77	794	2	0	4	0	3	0	123	0	37	2207
23001	Town Center Pkwy South	Seminole Pratt Whitne	9/29/2021	6:45 AM	1	3	684	48	1	11	980	0	0	0	0	1	0	93	0	3	1825
23001	Town Center Pkwy South	Seminole Pratt Whitne	9/29/2021	2:00 PM	2	0	526	33	1	5	520	0	0	0	0	2	0	51	0	6	1146
23001	Town Center Pkwy South	Seminole Pratt Whitne	9/29/2021	5:00 PM	6	0	942	73	0	3	747	1	0	0	0	0	0	46	0	3	1821
23001	Town Center Pkwy South	Seminole Pratt Whitne	5/3/2021	6:30 AM	8	1	610	30	0	17	1008	0	0	0	0	0	0	135	0	2	1811
23001	Town Center Pkwy South	Seminole Pratt Whitne	5/3/2021	3:00 PM	9	0	937	38	0	11	620	0	0	0	0	0	0	54	0	9	1678
29850	Turnage Bl	Australian Ave	1/11/2024	7:45 AM	0	37	2220	0	6	0	893	23	0	49	0	26	0	0	0	0	3254
29850	Turnage Bl	Australian Ave	1/11/2024	12:00 PM	1	92	1094	0	12	0	1081	73	2	132	0	129	0	0	0	0	2616
29850	Turnage Bl	Australian Ave	1/11/2024	4:30 PM	4	82	1425	0	8	0	3053	83	1	114	0	84	0	0	0	0	4854
29850	Turnage Bl	Australian Ave	10/31/2022	7:45 AM	1	50	2439	1	2	0	1062	30	0	61	0	23	0	0	0	0	3669
29850	Turnage Bl	Australian Ave	10/31/2022	12:15 PM	1	51	887	1	9	0	772	51	1	75	0	79	0	0	0	0	1927
29850	Turnage Bl	Australian Ave	10/31/2022	4:30 PM	0	60	1069	0	8	0	2727	39	0	61	0	43	0	0	0	0	4007

APPENDIX C

ORIGINAL

Input Data

COUNT DATE: 1/9/2024

CURRENT YEAR: 2024

ANALYSIS YEAR: 2030

PSF: 1

Report Created

12/3/2025

E-W Street: 60th St N

N-S STREET: Seminole Pratt Whitney Rd

TIME PERIOD: AM

GROWTH RATE: %

SIGNAL ID: 22050

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	23	0	311	0	0	0	208	1038	0	2	862	8		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	23	0	311	0	0	0	208	1038	0	2	862	8		
Committed Developments														
Silver Lake	0	0	0	0	0	0	0	81	0	0	29	0	Res	0%
City of Westlake	0	0	0	0	0	0	0	205	0	0	214	0	NR	39%
Seminole Orange Plaza	0	0	0	0	0	0	0	6	0	0	5	0	NR	80%
Indian Trails Grove DRI	27	0	0	0	0	0	0	27	0	0	63	63	Res	0%
Avenir	0	0	0	0	0	0	0	97	0	0	87	0	Res	5%
Loxahatchee Groves Commons	0	0	0	0	0	0	0	5	0	0	5	0	NR	80%
Arden PUD	0	0	0	0	0	0	0	31	0	0	10	0	Res	65%
Central Park of Commerce	0	0	0	0	0	0	0	5	0	0	19	0	NR	0%
Total Committed Developments	27	0	0	0	0	0	0	457	0	0	432	63		
Total Committed Residential	27	0	0	0	0	0	0	236	0	0	189	63		
Total Committed Non-Residential	0	0	0	0	0	0	0	221	0	0	243	0		
Double Count Reduction	0	0	0	0	0	0	0	44	0	0	47	0		
Total Discounted Committed	27	0	0	0	0	0	0	413	0	0	385	63		

ORIGINAL

Input Data

COUNT DATE: 1/9/2024

CURRENT YEAR: 2024

ANALYSIS YEAR: 2030

PSF: 1

Report Created

12/3/2025

E-W Street: 60th St N

N-S STREET: Seminole Pratt Whitney Rd

TIME PERIOD: PM

GROWTH RATE: %

SIGNAL ID: 22050

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	12	0	234	0	0	0	271	874	0	2	768	29		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	12	0	234	0	0	0	271	874	0	2	768	29		
Committed Developments														
Silver Lake	0	0	0	0	0	0	0	55	0	0	93	0	Res	0%
City of Westlake	0	0	0	0	0	0	0	238	0	0	205	0	NR	39%
Seminole Orange Plaza	0	0	0	0	0	0	0	14	0	0	15	0	NR	80%
Indian Trails Grove DRI	63	0	0	0	0	0	0	63	0	0	38	38	Res	0%
Avenir	0	0	0	0	0	0	0	91	0	0	133	0	Res	5%
Loxahatchee Groves Commons	0	0	0	0	0	0	0	11	0	0	11	0	NR	80%
Arden PUD	0	0	0	0	0	0	0	18	0	0	31	0	Res	65%
Central Park of Commerce	0	0	0	0	0	0	0	19	0	0	7	0	NR	0%
Total Committed Developments	63	0	0	0	0	0	0	509	0	0	533	38		
Total Committed Residential	63	0	0	0	0	0	0	227	0	0	295	38		
Total Committed Non-Residential	0	0	0	0	0	0	0	282	0	0	238	0		
Double Count Reduction	0	0	0	0	0	0	0	56	0	0	48	0		
Total Discounted Committed	63	0	0	0	0	0	0	453	0	0	485	38		

E-W Street: 60th St N

N-S STREET: Seminole Pratt Whitney Rd

TIME PERIOD: AM

GROWTH RATE: %

SIGNAL ID: 22050

Input Data

COUNT DATE: 1/9/2024

CURRENT YEAR: 2024

ANALYSIS YEAR: 2030

PSF: 1

MODIFIED

Report Created

12/3/2025

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
Existing Volume	23	0	311	0	0	0	208	1038	0	2	862	8		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	23	0	311	0	0	0	208	1038	0	2	862	8		
Committed Developments														
Silver Lake	0	0	0	0	0	0	0	42	0	0	15	0	Res	0%
City of Westlake	0	0	0	0	0	0	0	243	0	0	214	0	NR	39%
Seminole Orange Plaza	0	0	0	0	0	0	0	6	0	0	5	0	NR	80%
Indian Trails Grove DRI	20	80	239	0	33	14	100	17	0	33	40	8	Res	0%
Avenir	0	0	0	0	0	0	0	97	0	0	87	0	Res	5%
Loxahatchee Groves Commons	0	0	0	0	0	0	0	5	0	0	5	0	NR	80%
The Terraces	0	0	0	0	0	0	0	39	0	0	11	0	Res	0%
Westlake West	9	163	45	0	56	22	63	45	27	16	16	0	Res	0%
Westlake Discount Superstore	3	43	0	0	52	0	0	0	4	0	0	0	NR	0%
Arden PUD	0	0	0	0	0	0	0	31	0	0	10	0	Res	65%
Central Park of Commerce	0	0	0	0	0	0	0	5	0	0	19	0	NR	0%
Total Committed Developments	32	286	284	0	141	36	163	530	31	49	422	8		
Total Committed Residential	29	243	284	0	89	36	163	271	27	49	179	8		
Total Committed Non-Residential	3	43	0	0	52	0	0	259	4	0	243	0		
Double Count Reduction	1	9	0	0	10	0	0	52	1	0	45	0		
Total Discounted Committed	31	277	284	0	131	36	163	478	30	49	377	8		

E-W Street: 60th St N

N-S STREET: Seminole Pratt Whitney Rd

TIME PERIOD: PM

GROWTH RATE: %

SIGNAL ID: 22050

Input Data

COUNT DATE: 1/9/2024

CURRENT YEAR: 2024

ANALYSIS YEAR: 2030

PSF: 1

MODIFIED

Report Created

12/3/2025

	Intersection Volume Development												Type	% Complete	
	Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing Volume	12	0	234	0	0	0	271	874	0	2	768	29			
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Peak Season Volume	12	0	234	0	0	0	271	874	0	2	768	29			
Committed Developments															
Silver Lake	0	0	0	0	0	0	0	28	0	0	48	0	Res	0%	
City of Westlake	0	0	0	0	0	0	0	282	0	0	205	0	NR	39%	
Seminole Orange Plaza	0	0	0	0	0	0	0	14	0	0	15	0	NR	80%	
Indian Trails Grove DRI	12	48	143	0	79	33	238	40	0	20	24	20	Res	0%	
Avenir	0	0	0	0	0	0	0	91	0	0	133	0	Res	5%	
Loxahatchee Groves Commons	0	0	0	0	0	0	0	11	0	0	11	0	NR	80%	
The Terraces	0	0	0	0	0	0	0	24	0	0	35	0	Res	0%	
Westlake West	31	108	30	0	184	71	42	30	18	51	51	0	Res	0%	
Westlake Discount Superstore	7	94	0	0	90	0	0	0	6	0	0	0	NR	0%	
Arden PUD	0	0	0	0	0	0	0	18	0	0	31	0	Res	65%	
Central Park of Commerce	0	0	0	0	0	0	0	19	0	0	7	0	NR	0%	
Total Committed Developments	50	250	173	0	353	104	280	557	24	71	560	20			
Total Committed Residential	43	156	173	0	263	104	280	231	18	71	322	20			
Total Committed Non-Residential	7	94	0	0	90	0	0	326	6	0	238	0			
Double Count Reduction	1	19	0	0	18	0	0	58	1	0	48	0			
Total Discounted Committed	49	231	173	0	335	104	280	499	23	71	512	20			

Input Data

ROAD NAME: Seminole Pratt Whitney Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2030
GROWTH RATE: 0%

STATION: 3424
FROM: Okeechobee Blvd
TO: Sycamore Dr
COUNT DATE: 2/28/2024
PSF: 1

Report Created
11/17/2025

ORIGINAL

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3381	1089	2302	2680	1587	1112
Peak Volume	3381	1089	2302	2680	1587	1112
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3381	1089	2302	2680	1587	1112

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	512	262	250	542	250	291	NR	39%
Groves Town Center	61	25	36	139	76	64	NR	6%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	180	53	127	202	126	76	Res	0%
Okeechobee Folsom Commercial	8	3	5	22	11	11	NR	0%
Central Park of Commerce	37	8	30	40	30	10	NR	0%
Silver Lake	141	37	104	189	119	70	Res	0%
Lakehaven PUD	26	17	8	35	14	21	Res	0%
Avenir	172	90	81	209	85	124	Res	5%
Total Committed Developments	1200	537	661	1479	754	724		
Total Committed Residential	560	228	330	684	362	322		
Total Committed Non-Residential	640	309	331	795	392	402		
Double Count Reduction	128	57	66	159	78	80		
Total Discounted Committed Developments	1072	480	595	1320	676	644		

Input Data

ROAD NAME: Seminole Pratt Whitney Rd
 CURRENT YEAR: 2024
 ANALYSIS YEAR: 2030
 GROWTH RATE: 0%

STATION: 3424
 FROM: Okeechobee Blvd
 TO: Sycamore Dr
 COUNT DATE: 2/28/2024
 PSF: 1

Report Created
 11/17/2025

MODIFIED

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3381	1089	2302	2680	1587	1112
Peak Volume	3381	1089	2302	2680	1587	1112
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3381	1089	2302	2680	1587	1112

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	512	262	250	542	250	291	NR	39%
Groves Town Center	61	25	36	139	76	64	NR	6%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	180	53	127	202	126	76	Res	0%
Okeechobee Folsom Commercial	8			22			NR	0%
Central Park of Commerce	37		30	40	30		NR	0%
Silver Lake		27	77		87	51	Res	0%
The Terraces		20	62		66	39	Res	0%
Westlake West		134	388		439	257	Res	0%
Westlake Discount Superstore		55	46		97	100	NR	0%
Lakehaven PUD	26	17	8	35	14	21	Res	0%
Avenir	172	90	81	209	85	124	Res	5%
Total Committed Developments	1059	725	1125	1290	1313	1080		
Total Committed Residential	419	372	753	495	835	599		
Total Committed Non-Residential	640	353	372	795	478	481		
Double Count Reduction	105	71	74	124	96	96		
Total Discounted Committed Developments		654	<u>1051</u>		<u>1217</u>	<u>984</u>		

Input Data

ROAD NAME: Seminole Pratt Whitney Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2030
GROWTH RATE: 0%

STATION: 3442
FROM: Sycamore Dr
TO: Persimmon Blvd
COUNT DATE: 4/8/2024
PSF: 1

Report Created
11/17/2025

ORIGINAL

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2643	1235	1408	2515	1337	1178
Peak Volume	2643	1235	1408	2515	1337	1178
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2643	1235	1408	2515	1337	1178

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	589	301	288	624	288	335	NR	39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Stonybrook on The Lake	0	0	0	0	0	0	Res	100%
Indian Trails Grove DRI	205	61	144	230	144	86	Res	0%
Central Park of Commerce	29	6	23	31	24	8	NR	0%
All Star Kids 2	0	0	0	0	0	0	NR	100%
7-Eleven Westlake	0	0	0	0	0	0	NR	100%
Silver Lake	157	41	116	211	133	78	Res	0%
Avenir	184	97	87	224	91	133	Res	5%
Total Committed Developments	1227	548	678	1421	723	697		
Total Committed Residential	587	230	357	714	386	328		
Total Committed Non-Residential	640	318	321	707	337	369		
Double Count Reduction	128	58	64	141	67	74		
Total Discounted Committed Developments	1099	490	614	1280	656	623		

Input Data

ROAD NAME: Seminole Pratt Whitney Rd
CURRENT YEAR: 2024
ANALYSIS YEAR: 2030
GROWTH RATE: 0%

STATION: 3442
FROM: Persimmon Blvd
TO: 60th St N
COUNT DATE: 4/8/2024
PSF: 1

Report Created
11/17/2025

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2643	1235	1408	2515	1337	1178
Peak Volume	2643	1235	1408	2515	1337	1178
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2643	1235	1408	2515	1337	1178

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	589	288	301	624	335	288	NR	39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Stonybrook on The Lake	0	0	0	0	0	0	Res	100%
Indian Trails Grove DRI	344	102	242	386	241	145	Res	0%
Central Park of Commerce	29	6	23	31	24	8	NR	0%
All Star Kids 2	0	0	0	0	0	0	NR	100%
7-Eleven Westlake	0	0	0	0	0	0	NR	100%
Silver Lake	157	116	41	211	78	133	Res	0%
Avenir	184	97	87	224	91	133	Res	5%
Total Committed Developments	1366	651	714	1577	812	764		
Total Committed Residential	726	346	380	870	428	442		
Total Committed Non-Residential	640	305	334	707	384	322		
Double Count Reduction	128	61	67	141	77	64		
Total Discounted Committed Developments	1238	590	647	1436	735	700		

Input Data		
ROAD NAME: Seminole Pratt Whitney Rd	STATION: 3442	Report Created
CURRENT YEAR: 2024	FROM: Sycamore Dr	11/17/2025
ANALYSIS YEAR: 2030	TO: Persimmon Blvd	
GROWTH RATE: 0%	COUNT DATE: 4/8/2024	
	PSF: 1	MODIFIED

	Link Analysis					
Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2643	1235	1408	2515	1337	1178
Peak Volume	2643	1235	1408	2515	1337	1178
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2643	1235	1408	2515	1337	1178

Committed Developments						Type	% Complete
Arden PUD	41	31	10	49	18	31	Res 65%
Seminole Orange Plaza	11	6	5	29	14	15	NR 80%
City of Westlake	589	301	288	624	288	335	NR 39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR 80%
Stonybrook on The Lake	0	0	0	0	0	0	Res 100%
Indian Trails Grove DRI	205	61	144	230	144	86	Res 0%
Central Park of Commerce	29		23	31	24		NR 0%
All Star Kids 2	0	0	0	0	0	0	NR 100%
7-Eleven Westlake	0	0	0	0	0	0	NR 100%
Silver Lake		27	77		87	51	Res 0%
The Terraces		20	62		66	39	Res 0%
Westlake West		140	406		459	269	Res 0%
Westlake Discount Superstore		59	49		103	107	NR 0%
Avenir	184	97	87	224	91	133	Res 5%
Total Committed Developments	1070	747	1156	1210	1305	1077	
Total Committed Residential	430	376	786	503	865	609	
Total Committed Non-Residential	640	371	370	707	440	468	
Double Count Reduction	108	74	74	126	88	94	
Total Discounted Committed Developments		673	1082		1217	983	

Input Data		
ROAD NAME: Seminole Pratt Whitney Rd	STATION: 3442	Report Created
CURRENT YEAR: 2024	FROM: Persimmon Blvd	11/17/2025
ANALYSIS YEAR: 2030	TO: 60th St N	
GROWTH RATE: 0%	COUNT DATE: 4/8/2024	
	PSF: 1	

	Link Analysis					
Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2643	1235	1408	2515	1337	1178
Peak Volume	2643	1235	1408	2515	1337	1178
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2643	1235	1408	2515	1337	1178

Committed Developments						Type	% Complete
Arden PUD	41	31	10	49	18	31	Res 65%
Seminole Orange Plaza	11	6	5	29	14	15	NR 80%
City of Westlake	589	288	301	624	335	288	NR 39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR 80%
Stonybrook on The Lake	0	0	0	0	0	0	Res 100%
Indian Trails Grove DRI	344	102	242	386	241	145	Res 0%
Central Park of Commerce	29		23	31	24		NR 0%
All Star Kids 2	0	0	0	0	0	0	NR 100%
7-Eleven Westlake	0	0	0	0	0	0	NR 100%
Silver Lake		42			28	48	Res 0%
The Terraces		39			24	41	Res 0%
Westlake West		280	97		185	316	Res 0%
Westlake Discount Superstore		74	61		129	134	NR 0%
Avenir	184	97	87	224	91	133	Res 5%
Total Committed Developments	1209	964	831	1366	1100	1162	
Total Committed Residential	569	591	436	659	587	714	
Total Committed Non-Residential	640	373	395	707	513	448	
Double Count Reduction	128	75	79	141	103	90	
Total Discounted Committed Developments		889	752		997	1072	

ROAD NAME: Seminole Pratt Whitney Rd
 CURRENT YEAR: 2024
 ANALYSIS YEAR: 2030
 GROWTH RATE: 0%

STATION: 2408
 FROM: 60th St N
 TO: Orange Blvd
 COUNT DATE: 4/2/2024
 PSF: 1

Report Created
 11/17/2025

ORIGINAL

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2314	1163	1179	1677	819	866
Peak Volume	2314	1163	1179	1677	819	866
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2314	1163	1179	1677	819	866

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	419	205	214	443	238	205	NR	39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	90	27	63	101	63	38	Res	0%
Central Park of Commerce	24	5	19	26	19	6	NR	0%
All Star Kids 2	0	0	0	0	0	0	NR	100%
7-Eleven Westlake	0	0	0	0	0	0	NR	100%
Silver Lake	110	81	29	147	55	93	Res	0%
Avenir	196	103	93	239	97	142	Res	5%
Total Committed Developments	902	463	438	1057	515	541		
Total Committed Residential	437	242	195	536	233	304		
Total Committed Non-Residential	465	221	243	521	282	237		
Double Count Reduction	93	44	49	104	56	47		
Total Discounted Committed Developments	809	419	389	953	459	494		

ROAD NAME: Seminole Pratt Whitney Rd
 CURRENT YEAR: 2024
 ANALYSIS YEAR: 2030
 GROWTH RATE: 0%

STATION: 2408
 FROM: 60th St N
 TO: Orange Blvd
 COUNT DATE: 4/2/2024
 PSF: 1

Report Created
 11/17/2025

MODIFIED

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2314	1163	1179	1677	819	866
Peak Volume	2314	1163	1179	1677	819	866
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2314	1163	1179	1677	819	866

Committed Developments							Type	% Complete
Arden PUD	41	31	10	49	18	31	Res	65%
Seminole Orange Plaza	11	6	5	29	14	15	NR	80%
City of Westlake	419	205	214	443	238	205	NR	39%
Loxahatchee Groves Commons	11	5	5	23	11	11	NR	80%
Indian Trails Grove DRI	90	27	63	101	63	38	Res	0%
Central Park of Commerce	24		19	26	19		NR	0%
All Star Kids 2	0	0	0	0	0	0	NR	100%
7-Eleven Westlake	0	0	0	0	0	0	NR	100%
Silver Lake		42			28	48	Res	0%
The Terraces		33			21	35	Res	0%
Westlake West		226	78		150	255	Res	0%
Westlake Discount Superstore		43	52		94	90	NR	0%
Avenir	196	103	93	239	97	142	Res	5%
Total Committed Developments	792	721	539	910	753	870		
Total Committed Residential	327	462	244	389	377	549		
Total Committed Non-Residential	465	259	295	521	376	321		
Double Count Reduction	82	52	59	97	75	64		
Total Discounted Committed Developments	710	669	480	813	678	806		

CMA INTERSECTION ANALYSIS
INDIAN TRAILS GROVE
SEMINOLE PRATT WHITNEY ROAD AND PERSIMMON BOULEVARD

INPUT DATA

Comments: Lane Configuration per Minto West. 6LD from link Prop Share

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2017 Buildout Year = 2035

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2017)	0	632	0	0	694	0	0	0	0	0	0	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
0.5% Background Growth	0	59	0	0	65	0	0	0	0	0	0	0
Minto Trips	59	521	113	80	658	43	26	39	26	344	59	242
Avenir Trips	0	199	0	0	179	0	0	0	0	0	0	0
Minto/Avenir Double Count	0	-40	0	0	-36	0	0	0	0	0	0	0
Major Projects Traffic	0	233	0	0	155	0	0	0	0	0	0	0
0.5% BGR + Minto/Avenir + Major Projects	59	972	113	80	1021	43	26	39	26	344	59	242
Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	232	0	111	553	0	0	0	0	0	0	46
Total	59	1836	113	191	2268	43	26	39	26	344	59	288
Approach Total	2,008			2,502			91			691		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	3	1	1	3	1	1	1	2	1	1
Per Lane Volume	59	612	113	191	756	43	26	39	26	172	59
Right on Red			60		60			60			60
Overlaps Left			172		26			59			191
Adj. Per Lane Volume	59	612	0	191	756	0	26	39	0	172	59
Through/Right Volume		612			756			39			59
Opposing Left Turns		191			59			172			26
Critical Volume for Approach		803			815			211			85
Critical Volume for Direction				815						211	
Intersection Critical Volume	1,026										
STATUS?	UNDER										

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

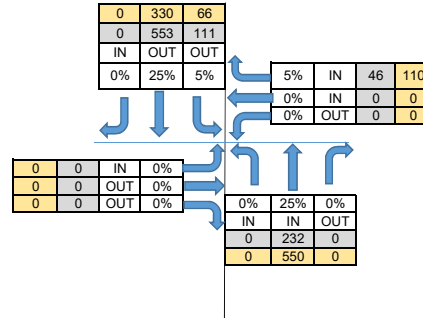
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2017)	0	847	0	0	587	0	0	0	0	0	0	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
0.5% Background Growth	0	80	0	0	55	0	0	0	0	0	0	0
Minto Trips	50	727	245	174	637	35	98	178	75	168	66	105
Avenir Trips	0	187	0	0	274	0	0	0	0	0	0	0
Minto/Avenir Double Count	0	-37	0	0	-55	0	0	0	0	0	0	0
Major Projects Traffic	0	234	0	0	258	0	0	0	0	0	0	0
0.5% BGR + Minto/Avenir + Major Projects	50	1191	245	174	1169	35	98	178	75	168	66	105
Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	550	0	66	330	0	0	0	0	0	0	110
Total	50	2588	245	240	2086	35	98	178	75	168	66	215
Approach Total	2,883			2,361			351			449		

Critical Volume Analysis

No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Per Lane Volume	50	863	245	240	695	35	98	178	75	84	66	215
Right on Red			60			60			60			60
Overlaps Left			84			98			50			240
Adj. Per Lane Volume	50	863	101	240	695	0	98	178	0	84	66	0
Through/Right Volume		863			695			178				66
Opposing Left Turns		240			50			84				98
Critical Volume for Approach		1103			745			262				164
Critical Volume for Direction				1103						262		
Intersection Critical Volume	1,365											
STATUS?	NEAR											

TRIPS

	IN	OUT
AM	929	2,212
PM	2,201	1,321



Note:

Major project traffic based on link analysis

NB and SB from Link Analysis

TABLE 9
AM PEAK HOUR - TEST 1

2035 BUILD OUT
5 MILE RADIUS
AREAWIDE GROWTH RATE = 0.50%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 929
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 2212

ROADWAY	FROM	TO	DIR.	2017		AM PEAK		MAJOR PROJ.	ROEBUCK DIV.	SR 7 DIV.	MINTO TRAFFIC	AVENIR TRAFFIC	MINTO/ AVENIR DOUBLE COUNT	AVENIR DIVERSION	0.50% AREA WIDE GROWTH	TOTAL BCKGD TRAFFIC	2035		2035 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	MEETS		BCGKD. IMPROV.		PROP. IMPROV.		TEST 1 - PART 1	
				AM PEAK HOUR TRAFFIC	PROJ. DIST.	PROJ. TRIPS	PROJ. TRIPS										BCKGD W/O PROJ	TRAFFIC					LOS STD.?	REQUIRED	SERV. VOL.	LANES	SERV. VOL.	OF 2035 TRAFFIC	10% OR MORE OF TOTAL TRAFFIC	
60TH STREET	SITE	SEMINOLE PRATT WHITNEY ⁽¹⁾	EB	270	54%	1195	0			0	0	0	0		25	25	295	1490	2	I	880	NO			4D	1960	80.2%	YES		
			WB	164	54%	502	0			0	0	0	0		15	15	179	681	2	I	880	YES					73.7%	YES		
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	0	17%	376	0			76	0	0	0		0	76	76	452	2	I	1140	YES					83.2%	YES		
			WB	0	17%	158	0			19	0	0	0		0	19	19	177	2	I	1140	YES					89.3%	YES		
	140TH AVENUE	ROYAL PALM BEACH BOULEVARD ⁽¹⁾	EB	20	15%	332	0			76	364	34	-7		2	469	489	821	2	I	880	YES					40.4%	YES		
			WB	7	15%	139	0			19	381	37	-7		1	431	438	577	2	I	880	YES					24.1%	YES		
140TH STREET	ROYAL PALM BEACH BOULEVARD	SR 7 ⁽¹⁾	EB	526	10%	221	0			76	182	56	-11		49	352	878	1100	2	I	880	NO			4D	1960	20.1%	YES		
			WB	128	10%	93	0			19	191	62	-12		12	272	400	493	2	I	880	YES					18.8%	YES		
	NORTHLAKE BOULEVARD	ORANGE BOULEVARD ⁽¹⁾	NB	117	2%	44	0				11	100	-2		11	120	237	281	2	I	704	YES					15.7%	YES		
			SB	198	2%	19	0				12	90	-2		19	119	317	335	2	I	704	YES					5.5%	NO		
			NB	83	2%	19	0				11	0	0		8	19	102	120	2	I	704	YES					15.4%	YES		
	ORANGE BOULEVARD	60TH STREET ⁽¹⁾	SB	135	2%	44	0				12	0	0		13	25	160	204	2	I	704	YES					21.7%	YES		
BEELINE HIGHWAY	NORTHLAKE BOULEVARD	JOG ROAD	EB	1650	7%	155	860				103	448	-21		155	1545	3195	3350	4D	I	1960	NO	8D	3940	8D	3940	4.6%	NO		
			NB	1152	2%	44	342			-320	114	199	-23		108	420	1572	1616	2	I	880	NO	4D	1960	4D	1960	2.7%	NO		
COCONUT BOULEVARD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	SB	286	2%	19	79			-80	119	179	-24		27	300	586	604	2	I	880	YES					3.1%	NO		
	TEMPLE BOULEVARD	ORANGE BOULEVARD	NB	757	2%	44	386			-320	103	187	-21		71	406	1163	1207	2	I	880	NO	4D	1960	4D	1960	3.7%	NO		
			SB	410	2%	19	112			-80	107	168	-21		39	325	735	753	2	I	880	YES					2.5%	NO		
	60TH STREET	PERSIMMON BOULEVARD	NB	206	3%	28	0				11	100	-2		19	128	334	362	2	I	880	YES					7.7%	NO		
HAMLIN BOULEVARD	PERSIMMON BOULEVARD	ORANGE GROVE BOULEVARD	SB	190	3%	66	0				12	90	-2		18	118	308	374	2	I	880	YES					17.7%	YES		
			SB	190	3%	66	0				80	0	0		18	98	288	354	2	I	880	YES					18.7%	YES		
	SITE	SEMINOLE PRATT WHITNEY ROAD ⁽¹⁾	EB	223	18%	398	0				0	0	0		21	21	244	642	2	I	704	YES					62.0%	YES		
			WB	43	18%	167	0				0	0	0		4	4	47	214	2	I	704	YES					78.0%	YES		
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	921	23%	509	304			-152	364	299	-60		87	842	1763	2271	4D	I	1960	NO			6D	2940	22.4%	YES		
			WB	281	23%	214	109			-38	381	269	-54		26	693	974	1188	4D	I	1960	YES					18.0%	YES		
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	EB	1414	19%	420	424			-152	364	412	-73	-302	133	806	2220	2640	4D	I	1960	NO	6D	2940	6D	2940	15.9%	YES		
			WB	351	19%	176	176			-38	381	523	-76	-75	33	924	1275	1451	4D	I	1960	YES					12.2%	YES		
	COCONUT BOULEVARD	IBIS ROAD	EB	2602	16%	354	883			-472	456	1334	-91	-758	244	1596	4198	4552	4D	I	1960	NO	8D+	4940	8D+	4940	7.8%	NO		
			WB	538	16%	149	203			-118	477	1482	-95	-172	51	1828	2366	2514	4D	I	1960	NO	8D+	4940	8D+	4940	5.9%	NO		
	IBIS ROAD	SR 7	EB	2861	15%	332	883			-472	433	1289	-87	-758	269	1557	4418	4750	4D	I	1960	NO	8D+	4940	8D+	4940	7.0%	NO		
			WB	748	15%	139	203			-118	453	1432	-91	-172	70	1777	2525	2664	4D	I	1960	NO	8D+	4940	8D+	4940	5.2%	NO		
OKEECHOBEE BOULEVARD	SR 7	BEELINE HIGHWAY	EB	2861	19%	420	2097			(4)	(4)	0	-758		269	1608	4469	4889	4D	UNI	3320	NO	6D	4980	6D	4980	8.6%	NO		
			WB	748	19%	176	1745			(4)	(4)	0	-172		70	1643	2391	2568	4D	UNI	3320	YES					6.9%	NO		
	BEELINE HIGHWAY	RYDER CUP BOULEVARD	EB	1560	12%	265	69			342	617	-68			147	1107	2667	2932	6D	I	2940	YES					9.1%	NO		
			WB	2088	8%	177	158			228	426	-46			196	962	3050	3227	6D	II	2680	NO	8D	3590	8D	3590	5.5%	NO		
	RYDER CUP BOULEVARD	STEEPLECHASE	EB	2463	7%	155	175			205	404	-41			231	974	3437	3592	6D	I	2940	NO	8D	3590	8D	3940	4.3%	NO		
	STEEPLECHASE DRIVE	MILITARY TRAIL	EB	515	7%	155	87			228	67	-13			48	417	932	1087	2	I	880	NO	4D	1960	4D	1960	14.2%	YES		
ORANGE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	B ROAD	WB	453	7%	65	59			238	75	-15			43	400	853	918	2	I	880	NO	4D	1960	4D	1960	7.1%	NO		
			EB	515	6%	133	84			216	67	-13			48	402	917	1050	2	I	880	NO	4D	1960	4D	1960	12.7%	YES		
	B ROAD	F ROAD	WB	453	6%	56	67			226	75	-15			43	396	849	905	2	I	880	NO	4D	1960	4D	1960	6.2%	NO		
			EB	658	6%	133	108			205	45	-9			62	411	1069	1202	2	I	880	NO	4D	1960	4D	1960	11.0%	YES		
	F ROAD	FOLSOM ROAD	WB	556	6%	56	101			215	50	-10			52	408	964	1020	2	I	880	NO	4D	1960	4D	1960	5.5%	NO		
			EB	658	2%	44	63			194	0	0			62	319	977	1021	4D	II	1770	YES					4.3%	NO		
ORANGE GROVE BOULEVARD	FOLSOM ROAD	CRESTWOOD BOULEVARD	EB	104	22%	487	0			0	0	0			10	10	114	600	2	I	704	YES					81.1%	YES		
	SITE	SEMINOLE PRATT WHITNEY ROAD ⁽¹⁾	WB	41	22%	204	0			0	0	0			4	4	45	249	2	I	704	YES					82.0%	YES		
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	408	7%	155	57			68	12	-2			38	173	581	736	2	I	880	YES					21.0%	YES		
			WB	260	7%	65	47			72	11	-2			24	152	412	477	2	I	880	YES					13.6%	YES		
	140TH AVENUE	COCONUT BOULEVARD	EB	542	5%	111	60			57	67	-11			51	224	766	877	2	I	880	YES					12.6%	YES		
			WB	237	5%	46	25			60	75	-12			22	170	407	454	2	I	880	YES					10.2%	YES		
PERSIMMON BOULEVARD	COCONUT BOULEVARD	ROYAL PALM BEACH BOULEVARD	EB	616	2%	44	29			-80	0	135	0		58	142	758	802	2	I	880	YES					5.5%	NO		
			WB	576	2%	19	140			0	149	0			54	23	599	618	2	I	880	YES					3.0%	NO		
	COCONUT BOULEVARD	ROYAL PALM BEACH BOULEVARD ⁽¹⁾	EB	286	3%	66	0			80	0	0			27	107	393	459	2	I	880	YES					14.5%	YES		
			WB	263	3%	66	0			91	0	0			25	116	379	445	2	I	880	YES					14.9%	YES		

TABLE 10
PM PEAK HOUR - TEST 1

2035 BUILD OUT
5 MILE RADIUS
AREAWIDE GROWTH RATE = 0.50%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 2201
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 1321

				2017		PM PEAK		PM PEAK		MINTO/		0.50%		TOTAL		2035		2035				MEETS		BCGKD. IMPROV.		PROP. IMPROV.		TEST 1 - PART 1	
ROADWAY	FROM	TO	DIR.	PM PEAK HOUR TRAFFIC	PROJ. DIST.	HOUR PROJ. TRIPS	MAJOR PROJ.	ROEBUCK DIV.	SR 7 DIV.	MINTO TRAFFIC	AVENIR TRAFFIC	AVENIR DOUBLE COUNT	AVENIR DIVERSION	AREA WIDE GROWTH	TOTAL BCKGD TRAFFIC	BCKGD TRAFFIC W/O PROJ	TOTAL TRAFFIC	ISSURED LANES	CLASS	LOS D	LOS STD.?	LANES	REQUIRED SERV. VOL.	LANES	SERV. VOL.	PROJ % OF 2035 TRAFFIC	10% OR MORE OF TOTAL TRAFFIC		
60TH STREET	SITE	SEMINOLE PRATT WHITNEY ROAD ⁽¹⁾	EB	156	54%	713	0			0	0	0		15	15	171	884	2	I	880	NO			4D	1960	80.7%	YES		
			WB	209	54%	1189	0				0	0	0		20	20	229	1417	2	I	880	NO			4D	1960	83.9%	YES	
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	0	17%	225	0		29	0	0	0		0	29	29	254	2	I	1140	YES					88.6%	YES		
			WB	0	17%	374	0		67	0	0	0		0	67	67	441	2	I	1140	YES					84.8%	YES		
	140TH AVENUE	ROYAL PALM BEACH BOULEVARD ⁽¹⁾	EB	26	15%	198	0		29	424	51	-10		2	496	522	721	2	I	880	YES					27.5%	YES		
			WB	31	15%	330	0		67	365	35	-7		3	463	494	824	2	I	880	YES					40.1%	YES		
140TH AVENUE	ROYAL PALM BEACH BOULEVARD	SR 7 ⁽¹⁾	EB	223	10%	132	0		29	212	86	-17		21	331	554	686	2	I	880	YES			4D	1960	19.3%	YES		
			WB	432	10%	220	0		67	182	59	-12		41	337	769	989	2	I	880	NO					22.2%	YES		
	NORTHLAKE BOULEVARD	ORANGE BOULEVARD ⁽¹⁾	NB	88	2%	26	0			13	94	-3		8	112	200	227	2	I	704	YES					11.7%	YES		
			SB	128	2%	44	0			11	37	-2		12	58	186	230	2	I	704	YES					19.1%	YES		
	ORANGE BOULEVARD	60TH STREET ⁽¹⁾	NB	107	2%	44	0			13	0	0		10	23	130	174	2	I	704	YES					25.3%	YES		
			SB	77	2%	26	0			11	0	0		7	18	95	121	2	I	704	YES					21.5%	YES		
BEELINE HIGHWAY	NORTHLAKE BOULEVARD	JOG ROAD	EB	886	7%	92	293			119	686	-24		83	1157	2043	2136	4D	I	1960	NO	8D	3940	8D	3940	4.3%	NO		
			WB	1366	7%	154	1002				103	469	-21		128	1681	3047	3201	4D	I	1960	NO	8D	3940	8D	3940	4.8%	NO	
COCONUT BOULEVARD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	NB	378	2%	26	131		-120	133	187	-27		36	340	718	744	2	I	880	YES			4D	1960	4D	1960	3.5%	NO
			SB	867	2%	44	411		-280	114	274	-23		81	577	1444	1488	2	I	880	NO	4D	1960	4D	1960	3.0%	NO		
	TEMPLE BOULEVARD	ORANGE BOULEVARD	NB	430	2%	26	200		-120	119	176	-24		40	391	821	847	2	I	880	YES	4D	1960	4D	1960	3.1%	NO		
			SB	658	2%	44	488		-280	103	257	-21		62	609	1267	1311	2	I	880	NO	4D	1960	4D	1960	3.4%	NO		
	60TH STREET	PERSIMMON BOULEVARD	NB	112	3%	66	0			13	23	-3		11	44	156	222	2	I	880	YES							29.8%	YES
			SB	190	3%	40	0			11	34	-2		18	61	251	290	2	I	880	YES							13.6%	YES
HAMLIN BOULEVARD	PERSIMMON BOULEVARD	ORANGE GROVE BOULEVARD	NB	112	3%	66	0			80	0	0		11	91	203	269	2	I	880	YES							24.6%	YES
			EB	118	19%	251	0			0	0	0		11	11	129	380	2	I	704	YES							66.0%	YES
	SITE	SEMINOLE PRATT WHITNEY ROAD ⁽¹⁾	WB	251	19%	418	0			0	0	0		24	24	275	693	2	I	704	YES							60.4%	YES
			EB	354	23%	304	182		-57	424	281	-56		33	807	1161	1465	4D	I	1960	YES							20.7%	YES
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	WB	685	23%	506	391		-133	365	412	-73		64	1026	1711	2218	4D	I	1960	NO			6D	2940	22.8%	YES		
			EB	454	19%	251	302		-57	424	513	-85	-104	43	1036	1490	1741	4D	I	1960	YES							14.4%	YES
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	WB	1366	19%	418	556		-133	365	624	-73	-365	128	1102	2468	2887	4D	I	1960	NO	6D	1940	6D	2940	14.5%	YES		
			EB	801	16%	211	337		-177	530	2041	-106	-244	75	2456	3257	3468	4D	I	1960	NO	8D	3940	8D+	4940	6.1%	NO		
	COCONUT BOULEVARD	IBIS ROAD	WB	2155	16%	352	1051		-413	456	1394	-91	-911	202	1688	3843	4195	4D	I	1960	NO	8D	3940	8D+	4940	8.4%	NO		
			EB	1047	15%	198	337		-177	504	1973	-101	-244	98	2390	3437	3635	4D	I	1960	NO	8D+	4940	8D+	4940	5.5%	NO		
	IBIS ROAD	SR 7	WB	2482	15%	330	1051		-413	433	1347	-87	-911	233	1653	4135	4465	4D	I	1960	NO	8D+	4940	8D+	4940	7.4%	NO		
			EB	1047	19%	251	2335			(4)	(4)	0	-244	98	2189	3236	3487	4D	UNI	3320	NO	6D	4980	6D	4980	7.2%	NO		
	SR 7	BEELINE HIGHWAY	WB	2482	19%	418	2347			(4)	(4)	0	-911	233	1669	4151	4569	4D	UNI	3320	NO	6D	4980	6D	4980	9.2%	NO		
			EB	706	12%	159	373			398	944	-80		66	1701	2407	2566	6D	I	2940	YES					6.2%	NO		
	BEELINE HIGHWAY	RYDER CUP BOULEVARD	WB	1375	12%	264	96			342	644	-68		129	1143	2518	2782	6D	I	2940	YES					9.5%	NO		
			EB	1246	8%	106	187			265	652	-53		117	1168	2414	2520	6D	II	2680	YES					4.2%	NO		
	RYDERCUP BOULEVARD	STEEPLECHASE DRIVE	WB	1852	8%	176	190			228	445	-46		174	991	2843	3019	6D	II	2680	NO	8D	3590	8D	3590	5.8%	NO		
			WB	2206	7%	154	195			205	422	-41		207	988	3194	3348	6D	I	2940	NO	8D	3940	8D	3940	4.6%	NO		
OKEECHOBEE BOULEVARD	SEMINOLE PRATT WHITNEY ROAD	B ROAD	EB	395	7%	92	94			265	103	-21		37	478	873	966	2	I	880	NO			4D	1960	9.6%	NO		
			WB	413	7%	154	98			228	70	-14		39	421	834	988	2	I	880	NO			4D	1960	15.6%	YES		
	B ROAD	F ROAD	EB	395	6%	79	103			252	103	-21		37	474	869	948	2	I	880	NO			4D	1960	8.3%	NO		
			WB	413	6%	132	102			217	70	-14		39	414	827	959	2	I	880	NO			4D	1960	13.8%	YES		
	F ROAD	FOLSOM ROAD	EB	590	6%	79	198			239	69	-14		55	547	1137	1217	2	I	880	NO	4D	1960	4D	1960	6.5%	NO		
			WB	650	6%	132	191			205	47	-9		61	495	1145	1277	2	I	880	NO	4D	1960	4D	1960	10.3%	YES		
ORANGE BOULEVARD	FOLSOM ROAD	CRESTWOOD BOULEVARD	EB	590	6%	79	192			225	0	0		55	472	1062	1142	4D	II	1770	YES					6.9%	NO		
			WB	650	6%	132	168			194	0	0		61	423	1073	1205	4D	II	1770	YES					11.0%	YES		
	SITE	SEMINOLE PRATT WHITNEY ROAD ⁽¹⁾	EB	97	23%	304	0			0	0	0		9	9	106	410	2	I	704	YES					74.1%	YES		
			WB	141	23%	506	0			0	0	0		13	13	154	660	2	I	704	YES					76.6%	YES		
	SEMINOLE PRATT WHITNEY ROAD	140TH AVENUE	EB	410	7%	92	51			80	12	-2		39	180	590	682	2	I	880	YES					13.6%	YES		
			WB	486	7%	154	52			68	17	-3		46	180	666	820	2	I	880	YES					18.8%	YES		
ORANGE GROVE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	EB	321	5%	66	56			66	103	-13		30	242	563	629	2	I	880	YES					10.5%	YES		
			WB	451	5%	110	93			57	70	-11		42	251	702	812	2	I	880	YES					13.5%	YES		
	COCONUT BOULEVARD	ROYAL PALM BEACH BOULEVARD	EB	579	2%	26	170		-280	0	206	0		54	150	729	756	2	I	880	YES					3			

INTERSECTION ANALYSIS SHEET**Minto West****Persimmon Blvd & Seminole Pratt-Whitney Rd**

(Proposed Geometrics w/Project)

Growth Rate = 0.50%
 Peak Season = 1.07
 Buildout Year = 2035
 Years = 22

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/11/13)	0	551	9	0	728	0	0	0	0	1	0	3
Peak Season Volume	0	590	10	0	779	0	0	0	0	1	0	3
Bkgd (Growth + Exist)	0	658	11	0	869	0	0	0	0	1	0	4
Approved Projects	0	201	0	0	113	0	0	0	0	0	0	0
Project Traffic *	59	521	113	80	658	43	26	39	26	344	59	242
Total	59	1,380	124	80	1,640	43	26	39	26	345	59	246
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Approach Volume	1,563			1,763			91			650		
Per Lane Volume	59	460	124	80	547	43	26	39	26	173	59	246
Right Turn on Red			60			43			26			60
Right Turn Resultant			-109			-26			-59			106
North-South Critical	NB LT + SB TH = 606					SB LT + NB TH = 540						
East-West Critical	EB LT + WB RT = 132					WB LT + EB TH = 212						
Maximum Critical Sum	606 + 212					= 818						
STATUS ?						UNDER						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/11/13)	0	639	40	5	498	0	0	0	0	32	0	13
Peak Season Volume	0	684	43	5	533	0	0	0	0	34	0	14
Bkgd (Growth + Exist)	0	763	48	6	595	0	0	0	0	38	0	16
Approved Projects	0	166	0	0	222	0	0	0	0	0	0	0
Project Traffic *	50	727	245	174	637	35	98	178	75	168	66	105
Total	50	1,656	293	180	1,454	35	98	178	75	206	66	121
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Approach Volume	1,999			1,669			351			393		
Per Lane Volume	50	552	293	180	485	35	98	178	75	103	66	121
Right Turn on Red			60			35			60			60
Right Turn Resultant			130			-98			-35			-119
North-South Critical	NB LT + SB TH = 535					SB LT + NB TH = 732						
East-West Critical	EB LT + WB TH = 164					WB LT + EB TH = 281						
Maximum Critical Sum	732 + 281					= 1,013						
STATUS ?						UNDER						

* Project Traffic was based on Driveway Volume Distributions, therefore Percent Project Traffic Turning Movements not shown in this table.

8/13/2014 19:54

Test 1 Link Analysis - AM Peak Hour - 4546 Dus + 2M w/o Orange Grove

Roadway	Link	Lanes	Dir	AM PEAK HOUR										Prop. Improvements			
				Existing (2013) (1)	Committed Dev. TPS	0.5% Growth	Total (2)	SR 7 Div. (3)	Roeback Div. (3)	Total Bkgd.	Service Volume	Meets Std?	Project	Total (2035)	Meets Std?	Lanes	Service Volume
60th Street North	Seminole Pratt-Whitney Rd to 140th Ave (4)	2L	WB	13	-	2	2	2	76	91	880	Yes	501	410	Yes		
		2L	WB	13	-	2	2	2	19	34	880	Yes	463	429	Yes		
	140th Ave to Avocado Blvd (4)	2L	EB	13	-	2	2	2	76	91	880	Yes	455	364	Yes		
		2L	WB	13	-	2	2	2	19	34	880	Yes	415	381	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	13	-	2	2	2	76	91	880	Yes	387	296	Yes		
		2L	WB	13	-	2	2	2	19	34	880	Yes	341	251	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	13	-	2	2	2	76	91	880	Yes	296	262	Yes		
		2L	WB	13	-	2	2	2	19	34	880	Yes	239	182	Yes		
	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	6	-	1	1	1	152	159	880	Yes	341	191	Yes		
		2L	WB	9	-	1	1	1	38	48	880	Yes	285	83	Yes		
Coconut Blvd	Orange Grove Blvd to Persimmon Blvd	2L	NB	181	-	21	21	21		202	880	Yes	161	80	Yes		
		2L	SB	73	-	8	8	8		81	880	Yes	11	11	Yes		
	Persimmon Blvd to 60th St	2L	NB	181	-	21	21	21		202	880	Yes	12	12	Yes		
		2L	SB	73	-	8	8	8		81	880	Yes	93	93	Yes		
	60th St to Orange Blvd	2L	NB	181	114	21	135			316	880	Yes	362	46	Yes		
		2L	SB	73	40	8	48			121	880	Yes	169	48	Yes		
	Orange Blvd to Temple Blvd	2L	NB	741	363	86	449	(320)		870	880	Yes	972	103	NO	4LD	1960
		2L	SB	351	99	41	140	(80)		411	880	Yes	518	107	Yes		
	Temple Blvd to Northlake Blvd	2L	NB	1,018	320	118	438	(320)		1,136	880	NO	1,250	114	NO	4LD	1960
		2L	SB	231	68	27	95	(80)		246	880	Yes	365	119	Yes		
Jog Road	Turnpike Entrance to Okeechobee Blvd	6LD	NB	1,353	167	157	324			1,677	2,680	Yes	1,820	143	Yes		
		6LD	SB	1,044	119	121	240			1,284	2,680	Yes	1,421	137	Yes		
	Turnpike Entrance to Northlake Blvd (5)	4LD	NB	564	-	44	44			608	1,770	Yes	703	95	Yes		
		4LD	SB	998	-	78	78			1,076	1,770	Yes	1,167	91	Yes		
	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	814	301	94	395	(152)		1,057	1,960	Yes	1,410	353	Yes		
		4LD	WB	235	89	27	116	(38)		313	1,960	Yes	683	370	Yes		
	Hall Blvd to 140th Ave (6)	4LD	EB	814	301	94	395	(152)		1,057	1,960	Yes	1,422	364	Yes		
		4LD	WB	235	89	27	116	(38)		313	1,960	Yes	695	381	Yes		
	140th Ave to Coconut Blvd (6)	4LD	EB	1,345	404	156	560	(152)		1,753	1,960	Yes	2,117	364	NO	6LD	2940
		4LD	WB	311	139	36	175	(38)		448	1,960	Yes	830	381	Yes		
Northlake Boulevard	Coconut Blvd to Ibis Blvd	4LD	EB	2,359	819	274	1,093	(472)		2,980	1,960	NO	3,435	456	NO	8LD	3940
		4LD	WB	459	153	53	206	(118)		547	1,960	Yes	1,024	477	Yes		
	Ibis Blvd to SR 7	4LD	EB	2,541	819	295	1,114	(472)		3,183	1,960	NO	3,616	433	NO	8LD	3940
		4LD	WB	615	153	71	224	(118)		721	1,960	Yes	1,174	453	Yes		
	SR 7 to Beeline Hwy	4LD	EB	2,541	842	295	1,137			3,678	3,320	NO	4,190	513	NO	6LD	4980
		4LD	WB	615	132	71	203			818	3,320	Yes	1,355	536	Yes		
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	1,426	1	165	166			1,592	2,940	Yes	1,934	342	Yes		
		6LD	WB	491	330	57	387			878	2,940	Yes	1,236	358	Yes		
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	1,846	81	214	295			2,141	2,680	Yes	2,369	228	Yes		
		6LD	WB	702	84	81	165			867	2,680	Yes	1,106	238	Yes		
	Steeplechase Dr. to Military Trail	6LD	EB	2,316	81	269	350			2,666	2,940	Yes	2,871	205	Yes		
		6LD	WB	1,122	84	130	214			1,336	2,940	Yes	1,551	215	Yes		

Test 1 Link Analysis - PM Peak Hour - 4546 DUs + 2M w/o Orange Grove

Roadway	Link	Lanes	Dir	PM PEAK HOUR										Prop. Improvements		
				Existing (2013) (1)	Committed Dev. Analysis (2) TPS	0.5% Growth	Total	SR 7 Div. (3)	Roebuck Div. (3)	Total Bkgd.	Service Volume	Meets Std?	Project	Total (2035)	Meets Std?	Service Volume
60th Street North	Seminole Pratt-Whitney Rd to 140th Ave (4)	2L 2L	EB WB	6 20	- -	1 2	1 2	1 2	29 67	36 89	880 880	Yes Yes	477 411	513 500	Yes Yes	
	140th Ave to Avocado Blvd (4)	2L 2L	EB WB	6 20	- -	1 2	1 2	1 2	29 67	36 89	880 880	Yes Yes	424 365	460 454	Yes Yes	
	Avocado Blvd to Coconut Blvd (4)	2L 2L	EB WB	6 20	- -	1 2	1 2	1 2	29 67	36 89	880 880	Yes Yes	345 297	380 386	Yes Yes	
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L 2L	EB WB	6 20	- -	1 2	1 2	1 2	29 67	36 89	880 880	Yes Yes	292 251	327 340	Yes Yes	
	Royal Palm Beach Blvd to SR 7 (4)	2L 2L	EB WB	6 10	- -	1 1	1 1	1 1	57 133	64 144	880 880	Yes Yes	212 182	276 327	Yes Yes	
	Orange Grove Blvd to Persimmon Blvd	2L 2L	NB SB	108 173	- -	13 20	13 20	13 20	- -	121 193	880 880	Yes Yes	80 93	200 286	Yes Yes	
	Persimmon Blvd to 60th St	2L 2L	NB SB	108 173	- -	13 20	13 20	13 20	- -	121 193	880 880	Yes Yes	11 11	134 204	Yes Yes	
	60th St to Orange Blvd	2L 2L	NB SB	108 173	75 154	13 20	88 174	- -	- -	196 347	880 880	Yes Yes	53 46	249 393	Yes Yes	
	Orange Blvd to Temple Blvd	2L 2L	NB SB	435 639	181 456	50 74	231 530	(120) (280)	- -	546 889	880 880	Yes Yes	119 103	666 992	Yes NO	1960
	Temple Blvd to Northlake Blvd	2L 2L	NB SB	820 1,198	380 156	95 139	475 295	(280) -	- -	357 1,015	880 880	Yes NO	133 114	489 1,129	Yes NO	1960
Jog Road	Turnpike Entrance to Okeechobee Blvd	6LD	NB	1,198	156	139	295	-	-	1,491	2,680	Yes	137	1,630	Yes	
	Turnpike Entrance to Northlake Blvd (5)	4LD	NB	1,156	207	140	347	-	-	1,501	2,680	Yes	159	1,660	Yes	
	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	1,180	-	92	92	92	57	1,272	1,770	Yes	106	1,378	Yes	
	Hall Blvd to 140th Ave (6)	4LD	EB	294	154	34	188	(133)	-	425	1,960	Yes	411	836	Yes	
Northlake Boulevard	140th Ave to Coconut Blvd (6)	4LD	WB	620	380	72	452	(133)	-	939	1,960	Yes	354	1,292	Yes	
	Coconut Blvd to Ibis Blvd	4LD	WB	620	380	72	452	(133)	-	939	1,960	Yes	365	1,304	Yes	
	Ibis Blvd to SR 7	4LD	WB	1,181	542	137	679	(177)	-	620	1,960	Yes	424	1,044	Yes	2940
	SR 7 to Beeline Hwy	4LD	WB	669	273	78	351	(413)	-	1,727	1,960	Yes	365	2,092	NO	
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,034	961	236	1,197	(177)	-	843	1,960	Yes	530	1,373	Yes	3940
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	820	273	95	368	(413)	-	2,818	1,960	NO	456	3,274	NO	
	Steeplechase Dr. to Military Trail	6LD	EB	2,117	961	246	1,207	(413)	-	1,011	1,960	Yes	504	1,515	Yes	
		4LD	EB	820	236	95	331	-	-	2,911	1,960	NO	433	3,344	NO	3940
		4LD	WB	2,117	951	246	1,197	-	-	1,151	3,320	Yes	596	1,748	Yes	
		6LD	EB	690	362	80	442	-	-	3,314	3,320	Yes	513	3,827	NO	4980

INTERSECTION ANALYSIS SHEET

The Terraces

Persimmon Blvd & Seminole Pratt Whitney Rd

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2029
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/17/23)	32	918	122	58	1072	51	34	13	45	239	13	99
Peak Season Volume	32	918	122	58	1072	51	34	13	45	239	13	99
Nominal Growth	2	56	8	4	66	3	2	1	3	15	1	6
Approved Projects	12	82	23	23	80	11	0	0	0	0	0	0
Westlake	19	164	36	25	207	14	8	12	8	108	19	76
Indian Trails Grove	0	66	0	32	158	0	0	0	0	0	0	13
Background Traffic	64	1286	189	142	1583	79	44	26	56	362	33	194
% Project Traffic	2%	27%	0%	0%	27%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	1	19	0	0	6	0	0	0	0	0	0	0
Total	66	1,305	189	142	1,589	79	44	26	56	362	33	194
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			60			56			60
Per Lane Volume - RTOR	66	653	129	142	795	19	44	26	0	181	33	134
RT - LT Overlap			-52			-25			-66			-8
North-South Critical	NB LT + SB TH = 861						SB LT + NB TH = 795					
East-West Critical	EB LT + WB TH = 77						WB LT + EB TH = 207					
Maximum Critical Sum	861 + 207						= 1,068					
STATUS ? UNDER												

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/17/23)	19	997	151	126	703	59	20	14	63	136	11	43
Peak Season Volume	19	997	151	126	703	59	20	14	63	136	11	43
Nominal Growth	1	61	9	8	43	4	1	1	4	8	1	3
Approved Projects	27	186	53	49	170	24	0	0	0	0	0	0
Westlake	16	229	77	55	201	11	31	56	24	53	21	33
Indian Trails Grove	0	157	0	19	94	0	0	0	0	0	0	31
Background Traffic	62	1630	290	256	1211	98	52	71	91	197	33	111
% Project Traffic	2%	27%	0%	0%	27%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	1	12	0	0	20	0	0	0	0	0	0	0
Total	63	1,642	290	256	1,231	98	52	71	91	197	33	111
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	63	821	230	256	616	38	52	71	31	99	33	51
RT - LT Overlap			131			-14			-32			-205
North-South Critical	NB LT + SB TH = 679					SB LT + NB TH = 1077						
East-West Critical	EB LT + WB TH = 85					WB LT + EB TH = 170						
Maximum Critical Sum	1077 + 170					= 1,247						
STATUS ?						NEAR						

Exhibit 4A

The Terraces

Project Traffic Assignment - Test 1

AM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	15.0%	22	2.50%	880	YES
				WB	15.0%	7	0.80%	880	No
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	19	2.16%	880	YES
				WB	13.0%	6	0.68%	880	No
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	16	1.82%	880	YES
				WB	11.0%	5	0.57%	880	No
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	9.0%	13	1.48%	880	No
				WB	9.0%	4	0.45%	880	No
Avocado Boulevard	Royal Palm Beach Blvd to SR 7	2L	I	EB	8.0%	12	1.36%	880	No
				WB	8.0%	4	0.45%	880	No
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Coconut Boulevard	60th Street to Orange Blvd	2L	I	NB	2.0%	3	0.34%	880	(2)
				SB	2.0%	1	0.11%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Persimmon Boulevard	60th Street to Orange Blvd	2L	I	NB	3.0%	4	0.45%	880	(2)
				SB	3.0%	1	0.11%	880	(2)
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	2.0%	1	0.11%	880	(2)
				WB	2.0%	3	0.34%	880	(2)
Royal Palm Beach Blvd	Seminole Pratt to Ilex Way	4LD	I	EB	2.0%	1	0.05%	1960	No
				WB	2.0%	3	0.15%	1960	No
	Ilex Way to Town Center Pkwy N	2L	I	EB	15.0%	22	2.50%	880	YES
				WB	15.0%	7	0.80%	880	No
	140th Ave to Avocado Blvd	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
Seminole Pratt Whitney Rd	60th Street N to Orange Blvd	2L	I	NB	1.0%	1	0.11%	880	No
				SB	1.0%	0	0.00%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	43.0%	20	1.02%	1960	YES
				SB	43.0%	62	3.16%	1960	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	43.0%	20	1.02%	1960	YES
				SB	43.0%	62	3.16%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	27.0%	39	2.20%	1770	YES
				SB	27.0%	12	0.68%	1770	No
	60th Street to Orange Blvd	4LD	I	NB	23.0%	33	1.68%	1960	YES
				SB	23.0%	11	0.56%	1960	No
	Orange Blvd to Temple Blvd	4LD	I	NB	18.0%	26	1.33%	1960	No
				SB	18.0%	8	0.41%	1960	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12. Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4B

The Terraces

Project Traffic Assignment - Test 1

PM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	15.0%	14	1.59%	880	YES
				WB	15.0%	23	2.61%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	12	1.36%	880	YES
				WB	13.0%	20	2.27%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	10	1.14%	880	YES
				WB	11.0%	17	1.93%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	9.0%	8	0.91%	880	No
				WB	9.0%	14	1.59%	880	No
Avocado Boulevard	Royal Palm Beach Blvd to SR 7	2L	I	EB	8.0%	7	0.80%	880	No
				WB	8.0%	12	1.36%	880	No
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Coconut Boulevard	60th Street to Orange Blvd	2L	I	NB	2.0%	2	0.23%	880	(2)
				SB	2.0%	3	0.34%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Persimmon Boulevard	60th Street to Orange Blvd	2L	I	NB	3.0%	3	0.34%	880	(2)
				SB	3.0%	5	0.57%	880	(2)
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	2.0%	3	0.34%	880	(2)
				WB	2.0%	2	0.23%	880	(2)
Royal Palm Beach Blvd	Seminole Pratt to Ilex Way	4LD	I	EB	2.0%	3	0.15%	1960	No
				WB	2.0%	2	0.10%	1960	No
	Ilex Way to Town Center Pkwy N	2L	I	EB	15.0%	14	1.59%	880	YES
				WB	15.0%	23	2.61%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
Seminole Pratt Whitney Rd	60th Street N to Orange Blvd	2L	I	NB	1.0%	1	0.11%	880	No
				SB	1.0%	2	0.23%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	43.0%	66	3.37%	1960	YES
				SB	43.0%	39	1.99%	1960	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	43.0%	66	3.37%	1960	YES
				SB	43.0%	39	1.99%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	27.0%	24	1.36%	1770	YES
				SB	27.0%	41	2.32%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	23.0%	21	1.07%	1960	YES
				SB	23.0%	35	1.79%	1960	YES
	Orange Blvd to Temple Blvd	4LD	I	NB	18.0%	16	0.82%	1960	No
				SB	18.0%	28	1.43%	1960	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12. Shaded roadway links are outside the radius of influence. Significance level is 5%.

INTERSECTION ANALYSIS SHEET

Silver Lake**Persimmon Blvd & Seminole Pratt Whitney Rd**

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2029
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/17/23)	32	918	122	58	1072	51	34	13	45	239	13	99
Peak Season Volume	32	918	122	58	1072	51	34	13	45	239	13	99
Nominal Growth	2	56	8	4	66	3	2	1	3	15	1	6
Approved Projects	8	55	16	10	34	5	0	0	0	0	0	0
Westlake	19	164	36	25	207	14	8	12	8	108	19	76
Indian Trails Grove	0	66	0	32	158	0	0	0	0	0	0	13
The Terraces	1	19	0	6	0	0	0	0	0	0	0	0
Discount Superstore	5	50	0	16	42	0	0	3	4	0	3	19
Background Traffic	66	1329	181	151	1580	72	44	29	60	362	36	213
% Project Traffic	0%	0%	12%	4%	0%	0%	0%	4%	0%	12%	4%	4%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	10	3	0	0	0	3	0	28	9	9
Total	66	1,329	191	154	1,580	72	44	33	60	390	45	223
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	66	665	131	154	790	12	44	33	0	195	45	163
RT - LT Overlap			-64			-32			-66			9
North-South Critical	NB LT + SB TH = 856						SB LT + NB TH = 819					
East-West Critical	EB LT + WB TH = 89						WB LT + EB TH = 228					
Maximum Critical Sum	856			+ 228			= 1,084					
STATUS ? UNDER												

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/17/23)	19	997	151	126	703	59	20	14	63	136	11	43
Peak Season Volume	19	997	151	126	703	59	20	14	63	136	11	43
Nominal Growth	1	61	9	8	43	4	1	1	4	8	1	3
Approved Projects	11	76	22	18	63	9	0	0	0	0	0	0
Westlake	16	229	77	55	201	11	31	56	24	53	21	33
Indian Trails Grove	0	157	0	19	94	0	0	0	0	0	0	31
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0
Discount Superstore	9	87	0	34	90	0	0	6	9	0	6	53
Background Traffic	57	1619	259	260	1214	83	52	77	100	197	39	164
% Project Traffic	0%	0%	12%	4%	0%	0%	0%	4%	0%	12%	4%	4%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	32	11	0	0	0	11	0	19	6	6
Total	57	1,619	291	270	1,214	83	52	88	100	216	45	170
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	57	810	231	270	607	23	52	88	40	108	45	110
RT - LT Overlap			123			-29			-17			-160
North-South Critical	NB LT + SB TH = 664						SB LT + NB TH = 1080					
East-West Critical	EB LT + WB TH = 97						WB LT + EB TH = 196					
Maximum Critical Sum	1080						+ 196 = 1,276					
STATUS ?						NEAR						

Exhibit 4A
Silver Lake
Project Traffic Assignment - Test 1

AM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	25.0%	58	6.59%	880	YES
				WB	25.0%	21	2.39%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	23.0%	53	6.02%	880	YES
				WB	23.0%	19	2.16%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	19.0%	44	5.00%	880	YES
				WB	19.0%	16	1.82%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	16.0%	37	4.20%	880	No
				WB	16.0%	13	1.48%	880	No
140th Avenue N	Royal Palm Beach Blvd to SR 7	2L	I	EB	13.0%	30	3.41%	880	No
				WB	13.0%	11	1.25%	880	No
	40th St S to Persimmon Blvd	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Avocado Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	2	0.23%	880	(2)
				SB	1.0%	1	0.11%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	3.0%	7	0.80%	880	(2)
				SB	3.0%	2	0.23%	880	(2)
Coconut Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	2	0.23%	880	(2)
				SB	1.0%	1	0.11%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	5	0.57%	880	(2)
				SB	2.0%	2	0.23%	880	(2)
Persimmon Boulevard	Town Center Pkwy S to Seminole Pratt	2L	I	EB	4.0%	3	0.34%	880	(2)
				WB	4.0%	9	1.02%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	20.0%	16	0.82%	1960	No
				WB	20.0%	46	2.35%	1960	YES
	Ilex Way to Site	2L	I	EB	55.0%	45	5.11%	880	YES
				WB	55.0%	128	14.55%	880	YES
	Site to Town Center Parkway N	2L	I	EB	25.0%	58	6.59%	880	(2)
				WB	25.0%	21	2.39%	880	(2)
	140th Ave to Avocado Blvd	2L	I	EB	1.0%	2	0.23%	880	No
				WB	1.0%	1	0.11%	880	No
	Avocado Blvd to Coconut Blvd	2L	I	EB	2.0%	5	0.57%	880	No
				WB	2.0%	2	0.23%	880	No
Royal Palm Beach Blvd	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	3.0%	7	0.80%	880	No
				WB	3.0%	2	0.23%	880	No
	Royal Palm Beach Blvd to SR 7	2L	I	EB	4.0%	9	1.02%	880	No
				WB	4.0%	3	0.34%	880	No
	RPB North City Limits to Orange Grove Blvd	4LD	I	NB	4.5%	4	0.20%	1960	No
				SB	4.5%	10	0.51%	1960	No
	Orange Grove Blvd to Persimmon Blvd	4LD	I	NB	2.5%	2	0.10%	1960	No
				SB	2.5%	6	0.31%	1960	No
Seminole Pratt Whitney Rd	Persimmon Blvd to 60th Street N	2L	I	NB	0.5%	1	0.11%	880	No
				SB	0.5%	0	0.00%	880	No
	60th Street N to Orange Blvd	2L	I	NB	0.5%	1	0.11%	880	No
				SB	0.5%	0	0.00%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	33.0%	27	1.38%	1960	No
				SB	33.0%	77	3.93%	1960	No
	Sycamore to Persimmon Blvd	4LD	I	NB	33.0%	27	1.38%	1960	YES
				SB	33.0%	77	3.93%	1960	YES
SR 7	Persimmon Blvd to 60th Street	4LD	II	NB	18.0%	42	2.37%	1770	YES
				SB	18.0%	15	0.85%	1770	No
	60th Street to Orange Blvd	4LD	I	NB	18.0%	42	2.14%	1960	YES
				SB	18.0%	15	0.77%	1960	No
	Orange Blvd to Temple Blvd	4LD	I	NB	16.0%	37	1.89%	1960	No
				SB	16.0%	13	0.66%	1960	No
	Roebuck Rd to Orange Grove Blvd	2L	Unint.	NB	13.0%	11	0.96%	1140	No
				SB	13.0%	30	2.63%	1140	No
SR 7	Orange Grove Blvd to Persimmon Blvd	2L	Unint.	NB	13.0%	11	0.96%	1140	No
				SB	13.0%	30	2.63%	1140	No
	Persimmon Blvd to 60th Street N	2L	Unint.	NB	9.0%	21	1.84%	1140	No
				SB	9.0%	7	0.61%	1140	No
	60th Street N to Northlake Blvd	2L	Unint.	NB	4.0%	9	0.79%	1140	No
				SB	4.0%	3	0.26%	1140	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.

Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4B
Silver Lake
Project Traffic Assignment - Test 1

PM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	25.0%	39	4.43%	880	YES
				WB	25.0%	66	7.50%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	23.0%	36	4.09%	880	YES
				WB	23.0%	61	6.93%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	19.0%	30	3.41%	880	YES
				WB	19.0%	50	5.68%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	16.0%	25	2.84%	880	No
				WB	16.0%	42	4.77%	880	No
140th Avenue N	Royal Palm Beach Blvd to SR 7	2L	I	EB	13.0%	20	2.27%	880	No
				WB	13.0%	34	3.86%	880	No
	40th St S to Persimmon Blvd	2L	I	NB	0.0%	0	0.00%	880	(2)
				SB	0.0%	0	0.00%	880	(2)
Avocado Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	2	0.23%	880	(2)
				SB	1.0%	3	0.34%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	3.0%	5	0.57%	880	(2)
				SB	3.0%	8	0.91%	880	(2)
Coconut Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	2	0.23%	880	(2)
				SB	1.0%	3	0.34%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	3	0.34%	880	(2)
				SB	2.0%	5	0.57%	880	(2)
Persimmon Boulevard	Town Center Pkwy S to Seminole Pratt	2L	I	EB	4.0%	11	1.25%	880	(2)
				WB	4.0%	6	0.68%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	20.0%	53	2.70%	1960	YES
				WB	20.0%	31	1.58%	1960	YES
	Ilex Way to Site	2L	I	EB	55.0%	146	16.59%	880	YES
				WB	55.0%	86	9.77%	880	YES
	Site to Town Center Parkway N	2L	I	EB	25.0%	39	4.43%	880	(2)
				WB	25.0%	66	7.50%	880	(2)
	140th Ave to Avocado Blvd	2L	I	EB	1.0%	2	0.23%	880	No
				WB	1.0%	3	0.34%	880	No
	Avocado Blvd to Coconut Blvd	2L	I	EB	2.0%	3	0.34%	880	No
				WB	2.0%	5	0.57%	880	No
Royal Palm Beach Blvd	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	3.0%	5	0.57%	880	No
				WB	3.0%	8	0.91%	880	No
	Royal Palm Beach Blvd to SR 7	2L	I	EB	4.0%	6	0.68%	880	No
				WB	4.0%	11	1.25%	880	No
	RPB North City Limits to Orange Grove Blvd	4LD	I	NB	4.5%	12	0.61%	1960	No
				SB	4.5%	7	0.36%	1960	No
	Orange Grove Blvd to Persimmon Blvd	4LD	I	NB	2.5%	7	0.36%	1960	No
				SB	2.5%	4	0.20%	1960	No
	Persimmon Blvd to 60th Street N	2L	I	NB	0.5%	1	0.11%	880	No
				SB	0.5%	1	0.11%	880	No
Seminole Pratt Whitney Rd	60th Street N to Orange Blvd	2L	I	NB	0.5%	1	0.11%	880	No
				SB	0.5%	1	0.11%	880	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	33.0%	87	4.44%	1960	No
				SB	33.0%	51	2.60%	1960	No
	Sycamore to Persimmon Blvd	4LD	I	NB	33.0%	87	4.44%	1960	YES
				SB	33.0%	51	2.60%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	18.0%	28	1.58%	1770	YES
				SB	18.0%	48	2.71%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	18.0%	28	1.43%	1960	YES
				SB	18.0%	48	2.45%	1960	YES
SR 7	Orange Blvd to Temple Blvd	4LD	I	NB	16.0%	25	1.28%	1960	No
				SB	16.0%	42	2.14%	1960	No
	Roebuck Rd to Orange Grove Blvd	2L	Unint.	NB	13.0%	34	2.98%	1140	No
				SB	13.0%	20	1.75%	1140	No
	Orange Grove Blvd to Persimmon Blvd	2L	Unint.	NB	13.0%	34	2.98%	1140	No
				SB	13.0%	20	1.75%	1140	No
	Persimmon Blvd to 60th Street N	2L	Unint.	NB	9.0%	14	1.23%	1140	No
				SB	9.0%	24	2.11%	1140	No
	60th Street N to Northlake Blvd	2L	Unint.	NB	4.0%	6	0.53%	1140	No
				SB	4.0%	11	0.96%	1140	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.

Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4A

Westlake West Residential

Project Traffic Assignment - Test 1

AM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Site to Seminole Pratt-Whitney Rd	2L	I	EB	15.0%	135	15.34%	880	YES
				WB	15.0%	47	5.34%	880	YES
	Seminole Pratt-Whitney Rd to TCP	4LD	I	EB	10.0%	90	4.59%	1960	YES
				WB	10.0%	31	1.58%	1960	YES
	Town Center Pkwy to 140th Ave	4LD	I	EB	16.0%	144	7.35%	1960	YES
				WB	16.0%	50	2.55%	1960	YES
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	117	13.30%	880	YES
				WB	13.0%	41	4.66%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	99	11.25%	880	YES
				WB	11.0%	34	3.86%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	8.0%	72	8.18%	880	YES
140th Avenue N				WB	8.0%	25	2.84%	880	No
	Royal Palm Beach Blvd to SR 7	2L	I	EB	5.0%	45	5.11%	880	YES
Avocado Boulevard				WB	5.0%	16	1.82%	880	No
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	9	1.02%	880	(2)
Avocado Boulevard				SB	1.0%	3	0.34%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	9	1.02%	880	(2)
				SB	1.0%	3	0.34%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	1.0%	9	1.02%	880	(2)
Coconut Boulevard				SB	1.0%	3	0.34%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	9	1.02%	880	(2)
				SB	1.0%	3	0.34%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	18	2.05%	880	(2)
Northlake Boulevard				SB	2.0%	6	0.68%	880	(2)
	Seminole Pratt Whitney Rd to Hall Blvd	6LD	I	EB	19.0%	172	5.85%	2940	YES
Okeechobee Boulevard				WB	19.0%	59	2.01%	2940	YES
	Seminole Pratt Whitney Rd to E Road	2L	Unint.	EB	15.0%	135	11.84%	1140	YES
				WB	15.0%	47	4.12%	1140	YES
	E Road to Crestwood Blvd	2L	I	EB	9.5%	86	9.77%	880	YES
				WB	9.5%	30	3.41%	880	No
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	I	EB	8.0%	72	3.67%	1960	No
Orange Boulevard				WB	8.0%	25	1.28%	1960	No
	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	4.0%	36	4.09%	880	YES
				WB	4.0%	12	1.36%	880	YES
	Hall Blvd to 140th Ave N	2L	I	EB	3.0%	27	3.07%	880	YES
				WB	3.0%	9	1.02%	880	YES
	140th Ave N to Avocado Blvd	2L	I	EB	3.0%	27	3.07%	880	YES
Persimmon Boulevard				WB	3.0%	9	1.02%	880	YES
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	20.0%	62	7.05%	880	(2)
				WB	20.0%	181	20.57%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	3.0%	9	0.46%	1960	No
				WB	3.0%	27	1.38%	1960	YES
	Ilex Way to River Bend	2L	I	EB	2.0%	6	0.68%	880	No
Seminole Pratt Whitney Rd				WB	2.0%	18	2.05%	880	YES
	Southern Blvd to Okeechobee Blvd	4LD	I	NB	28.0%	87	4.44%	1960	YES
				SB	28.0%	253	12.91%	1960	YES
	Okeechobee Blvd to Sycamore	4LD	Unint.	NB	43.0%	134	4.04%	3320	YES
				SB	43.0%	388	11.69%	3320	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	45.0%	140	7.14%	1960	YES
				SB	45.0%	406	20.71%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	31.0%	280	15.82%	1770	YES
				SB	31.0%	97	5.48%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	25.0%	226	11.53%	1960	YES
Southern Boulevard				SB	25.0%	78	3.98%	1960	YES
	Orange Blvd to Northlake Blvd	4LD	Unint.	NB	21.0%	190	5.72%	3320	YES
				SB	21.0%	66	1.99%	3320	YES
	Lion Country Safari to Seminole Pratt	6LD	I	EB	5.0%	16	0.54%	2940	No
				WB	5.0%	45	1.53%	2940	No
	Seminole Pratt to Binks Forest Dr	6LD	I	EB	23.0%	208	7.07%	2940	YES
				WB	23.0%	72	2.45%	2940	No
	Binks Forest Dr to Big Blue Tr	6LD	I	EB	21.0%	190	6.46%	2940	YES
				WB	21.0%	66	2.24%	2940	No
	Big Blue Trace to Palms West Pkwy	6LD	II	EB	19.0%	172	6.42%	2680	YES
Southern Boulevard				WB	19.0%	59	2.20%	2680	No
	Palms West Pkwy to Forest Hill Blvd	6LD	II	EB	18.0%	163	6.08%	2680	YES
				WB	18.0%	56	2.09%	2680	No
	Forest Hill Blvd to Cypress Head	6LD	I	EB	14.0%	126	4.29%	2940	No
Southern Boulevard				WB	14.0%	44	1.50%	2940	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Thoroughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.
Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4B**Westlake West Residential****Project Traffic Assignment - Test 1****PM Peak Hour**

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	Site to Seminole Pratt-Whitney Rd	2L	I	EB	15.0%	90	10.23%	880	YES
				WB	15.0%	153	17.39%	880	YES
	Seminole Pratt-Whitney Rd to TCP	4LD	I	EB	10.0%	60	3.06%	1960	YES
				WB	10.0%	102	5.20%	1960	YES
	Town Center Pkwy to 140th Ave	4LD	I	EB	16.0%	96	4.90%	1960	YES
				WB	16.0%	163	8.32%	1960	YES
	140th Ave to Avocado Blvd	2L	I	EB	13.0%	78	8.86%	880	YES
				WB	13.0%	133	15.11%	880	YES
	Avocado Blvd to Coconut Blvd	2L	I	EB	11.0%	66	7.50%	880	YES
				WB	11.0%	112	12.73%	880	YES
	Coconut Blvd to Royal Palm Beach Blvd	2L	I	EB	8.0%	48	5.45%	880	YES
140th Avenue N				WB	8.0%	82	9.32%	880	YES
	Royal Palm Beach Blvd to SR 7	2L	I	EB	5.0%	30	3.41%	880	No
Avocado Boulevard				WB	5.0%	51	5.80%	880	YES
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	6	0.68%	880	(2)
Avocado Boulevard				SB	1.0%	10	1.14%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	6	0.68%	880	(2)
				SB	1.0%	10	1.14%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	1.0%	6	0.68%	880	(2)
Coconut Boulevard				SB	1.0%	10	1.14%	880	(2)
	Persimmon Blvd to 60th Street	2L	I	NB	1.0%	6	0.68%	880	(2)
				SB	1.0%	10	1.14%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	12	1.36%	880	(2)
Northlake Boulevard				SB	2.0%	20	2.27%	880	(2)
	Seminole Pratt Whitney Rd to Hall Blvd	6LD	I	EB	19.0%	114	3.88%	2940	YES
Okeechobee Boulevard				WB	19.0%	194	6.60%	2940	YES
	Seminole Pratt Whitney Rd to E Road	2L	Unint.	EB	15.0%	90	7.89%	1140	YES
				WB	15.0%	153	13.42%	1140	YES
	E Road to Crestwood Blvd	2L	I	EB	9.5%	57	6.48%	880	YES
				WB	9.5%	97	11.02%	880	YES
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	I	EB	8.0%	48	2.45%	1960	No
Orange Boulevard				WB	8.0%	82	4.18%	1960	No
	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	4.0%	24	2.73%	880	YES
				WB	4.0%	41	4.66%	880	YES
	Hall Blvd to 140th Ave N	2L	I	EB	3.0%	18	2.05%	880	YES
				WB	3.0%	31	3.52%	880	YES
	140th Ave N to Avocado Blvd	2L	I	EB	3.0%	18	2.05%	880	YES
Persimmon Boulevard				WB	3.0%	31	3.52%	880	YES
	Town Center Pkwy S to Seminole Pratt	2L	I	EB	20.0%	204	23.18%	880	(2)
				WB	20.0%	120	13.64%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	3.0%	31	1.58%	1960	YES
				WB	3.0%	18	0.92%	1960	No
	Ilex Way to River Bend	2L	I	EB	2.0%	20	2.27%	880	YES
Seminole Pratt Whitney Rd				WB	2.0%	12	1.36%	880	YES
	Southern Blvd to Okeechobee Blvd	4LD	I	NB	28.0%	286	14.59%	1960	YES
				SB	28.0%	167	8.52%	1960	YES
	Okeechobee Blvd to Sycamore	4LD	Unint.	NB	43.0%	439	13.22%	3320	YES
				SB	43.0%	257	7.74%	3320	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	45.0%	459	23.42%	1960	YES
				SB	45.0%	269	13.72%	1960	YES
	Persimmon Blvd to 60th Street	4LD	II	NB	31.0%	185	10.45%	1770	YES
				SB	31.0%	316	17.85%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	25.0%	150	7.65%	1960	YES
Southern Boulevard				SB	25.0%	255	13.01%	1960	YES
	Orange Blvd to Northlake Blvd	4LD	Unint.	NB	21.0%	126	3.80%	3320	YES
				SB	21.0%	214	6.45%	3320	YES
	Lion Country Safari to Seminole Pratt	6LD	I	EB	5.0%	51	1.73%	2940	No
				WB	5.0%	30	1.02%	2940	No
	Seminole Pratt to Binks Forest Dr	6LD	I	EB	23.0%	138	4.69%	2940	No
				WB	23.0%	235	7.99%	2940	YES
	Binks Forest Dr to Big Blue Tr	6LD	I	EB	21.0%	126	4.29%	2940	No
				WB	21.0%	214	7.28%	2940	YES
	Big Blue Trace to Palms West Pkwy	6LD	II	EB	19.0%	114	4.25%	2680	No
Southern Boulevard				WB	19.0%	194	7.24%	2680	YES
	Palms West Pkwy to Forest Hill Blvd	6LD	II	EB	18.0%	108	4.03%	2680	No
				WB	18.0%	184	6.87%	2680	YES
	Forest Hill Blvd to Cypress Head	6LD	I	EB	14.0%	84	2.86%	2940	No
Southern Boulevard				WB	14.0%	143	4.86%	2940	No

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Thoroughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12.

Shaded roadway links are outside the radius of influence. Significance level is 5%.

INTERSECTION ANALYSIS SHEET

Westlake West Residential

60th St & Seminole Pratt Whitney Rd

(Existing Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	13	64	0	0	53	0	1	0	19	0	0	0
Approved Projects	102	605	0	33	512	8	20	80	241	0	33	14
Background Traffic	323	1707	0	35	1427	16	44	80	571	0	33	14
% Project Traffic	3%	18%	5%	0%	18%	7%	7%	5%	3%	5%	5%	0%
Direction	in	out	out	in	in	in	out	out	out	in	in	out
Project Traffic	9	163	45	0	56	22	63	45	27	16	16	0
Total	332	1,870	45	35	1,483	38	107	125	598	16	49	14
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			38			10			10
Per Lane Volume - RTOR	332	953	n/a	35	742	0	107	713	n/a	16	53	n/a
RT - LT Overlap			-16			-107			-332			-35
North-South Critical	NB LT + SB TH = 1074						SB LT + NB TH = 988					
East-West Critical	EB LT + WB TH = 160						WB LT + EB TH = 729					
Maximum Critical Sum	1074 + 729						= 1,803					
STATUS ?						OVER						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	17	54	0	0	47	2	1	0	14	0	0	0
Approved Projects	243	690	0	20	689	20	12	48	148	0	79	33
Background Traffic	531	1618	0	22	1504	51	25	48	396	0	79	33
% Project Traffic	3%	18%	5%	0%	18%	7%	7%	5%	3%	5%	5%	0%
Direction	in	out	out	in	in	in	out	out	out	in	in	out
Project Traffic	31	108	30	0	184	71	42	30	18	51	51	0
Total	562	1,726	30	22	1,688	122	67	78	414	51	130	33
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			60			10			10
Per Lane Volume - RTOR	562	873	n/a	22	844	62	67	482	n/a	51	153	n/a
RT - LT Overlap			-51			-5			-562			-22
North-South Critical	NB LT + SB TH = 1406						SB LT + NB TH = 895					
East-West Critical	EB LT + WB TH = 220						WB LT + EB TH = 533					
Maximum Critical Sum	1406 + 533						= 1,939					
STATUS ?						OVER						

INTERSECTION ANALYSIS SHEET

Westlake West Residential**Persimmon Blvd & Seminole Pratt Whitney Rd**

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53
Historic Growth	3	74	4	2	101	2	1	1	2	16	1	3
Nominal Growth	3	74	4	2	101	2	1	1	2	16	1	3
Approved Projects	8	55	16	11	38	5	0	0	0	0	0	0
Westlake	20	179	39	27	226	15	9	13	9	118	20	83
Indian Trails Grove	0	70	0	33	166	0	0	0	0	0	0	14
The Terraces	1	19	0	0	6	0	0	0	0	0	0	0
Discount Superstore	5	50	0	16	42	0	0	3	4	0	3	19
Silver Lake	0	0	10	3	0	0	0	3	0	28	9	9
Background Traffic	80	1572	131	84	2062	55	31	33	52	426	44	167
% Project Traffic	14%	31%	0%	0%	31%	0%	0%	3%	14%	0%	3%	0%
Direction	in	in	in	out	out	out	out	out	out	in	in	in
Project Traffic	44	97	0	0	280	0	0	27	126	0	9	0
Total	124	1,669	131	84	2,342	55	31	60	178	426	54	167
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			55			60			60
Per Lane Volume - RTOR	124	835	71	84	1171	0	31	60	118	213	54	107
RT - LT Overlap			-142			-31			-6			23
North-South Critical	NB LT + SB TH = 1295						SB LT + NB TH = 919					
East-West Critical	EB LT + WB TH = 85						WB LT + EB TH = 273					
Maximum Critical Sum	1295		+		273		=		1,568			
STATUS ?						OVER						

PM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41	
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41	
Nominal Growth	6	94	6	6	86	3	3	3	8	10	2	3	
Approved Projects	7	51	15	21	74	11	0	0	0	0	0	0	
Westlake	17	250	84	60	219	12	34	61	26	58	23	36	
Indian Trails Grove	0	165	0	20	99	0	0	0	0	0	0	33	
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0	
Discount Superstore	9	87	0	34	90	0	0	6	9	0	6	33	
Silver Lake	0	0	32	11	0	0	0	11	0	19	6	6	
Background Traffic	135	2019	242	226	1892	68	84	135	172	252	74	119	
% Project Traffic	14%	31%	0%	0%	31%	0%	0%	3%	14%	0%	3%	0%	
Direction	in	in	in	out	out	out	out	out	out	in	in	in	
Project Traffic	143	316	0	0	185	0	0	18	84	0	31	0	
Total	278	2,335	242	226	2,078	68	84	153	255	252	104	119	
Critical Volume Analysis													
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1	
Right Turn on Red			60			60			60			60	
Per Lane Volume - RTOR	278	1168	182	226	1039	8	84	153	195	126	104	59	
RT - LT Overlap			56			-76			-83			-167	
North-South Critical	NB LT + SB TH = 1317					SB LT + NB TH = 1394							
East-West Critical	EB LT + WB TH = 188					WB LT + EB TH = 279							
Maximum Critical Sum	1394					+		279		=		1,673	
STATUS ?					OVER								

Exhibit 4A**Westlake Free-Standing Discount Superstore****Project Traffic Assignment - Test 1****AM Peak Hour**

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	West of Seminole Pratt-Whitney Rd	2L	I	EB	2.0%	4	0.45%	880	No
				WB	2.0%	3	0.34%	880	No
	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	20.0%	31	3.52%	880	YES
				WB	20.0%	37	4.20%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	17.0%	26	2.95%	880	No
				WB	17.0%	31	3.52%	880	No
140th Avenue N	Avocado Blvd to Coconut Blvd	2L	I	EB	13.0%	20	2.27%	880	No
				WB	13.0%	24	2.73%	880	No
140th Avenue N	Persimmon Blvd to 60th Street	2L	I	NB	3.0%	6	0.68%	880	(2)
				SB	3.0%	5	0.57%	880	(2)
Avocado Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	2.0%	3	0.34%	880	(2)
				SB	2.0%	4	0.45%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	4	0.45%	880	(2)
				SB	2.0%	3	0.34%	880	(2)
Okeechobee Boulevard	Seminole Pratt Whitney Rd to B Road	2L	Unint.	EB	10.0%	15	1.32%	1140	No
				WB	10.0%	18	1.58%	1140	No
Orange Boulevard	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	2.0%	3	0.34%	880	No
				WB	2.0%	4	0.45%	880	No
Persimmon Boulevard	Town Center Pkwy S to Seminole Pratt	2L	I	EB	5.0%	8	0.91%	880	(2)
				WB	5.0%	9	1.02%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	13.0%	20	1.02%	1960	YES
				WB	13.0%	24	1.22%	1960	YES
	Ilex Way to Town Center Pkwy N	2L	I	EB	11.0%	17	1.93%	880	YES
				WB	11.0%	20	2.27%	880	YES
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	I	NB	17.0%	31	1.58%	1960	No
				SB	17.0%	26	1.33%	1960	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	30.0%	55	1.66%	3320	YES
				SB	30.0%	46	1.39%	3320	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	32.0%	59	3.01%	1960	YES
				SB	32.0%	49	2.50%	1960	YES
	Persimmon Blvd to Town Center Pkwy S	4LD	II	NB	40.0%	74	4.18%	1770	YES
				SB	40.0%	61	3.45%	1770	YES
	Town Center Pkwy S to 60th Street	4LD	II	NB	30.0%	46	2.60%	1770	YES
				SB	30.0%	55	3.11%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	28.0%	43	2.19%	1960	YES
				SB	28.0%	52	2.65%	1960	YES
	Orange Blvd to Temple Blvd	4LD	I	NB	23.0%	35	1.05%	3320	YES
				SB	23.0%	42	1.27%	3320	YES

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12. Shaded roadway links are outside the radius of influence. Significance level is 5%.

Exhibit 4B**Westlake Free-Standing Discount Superstore****Project Traffic Assignment - Test 1****PM Peak Hour**

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Significant Impact?
					% Dist.	Pk Hour Trips			
60th Street N	West of Seminole Pratt-Whitney Rd	2L	I	EB	2.0%	6	0.68%	880	No
				WB	2.0%	7	0.80%	880	No
	Seminole Pratt-Whitney Rd to TCP	2L	I	EB	0.0%	0	0.00%	880	No
				WB	0.0%	0	0.00%	880	No
	Town Center Pkwy to 140th Ave	2L	I	EB	20.0%	67	7.61%	880	YES
				WB	20.0%	64	7.27%	880	YES
	140th Ave to Avocado Blvd	2L	I	EB	17.0%	57	6.48%	880	YES
				WB	17.0%	55	6.25%	880	YES
140th Avenue N	Avocado Blvd to Coconut Blvd	2L	I	EB	13.0%	43	4.89%	880	No
				WB	13.0%	42	4.77%	880	No
140th Avenue N	Persimmon Blvd to 60th Street	2L	I	NB	3.0%	10	1.14%	880	(2)
				SB	3.0%	10	1.14%	880	(2)
Avocado Boulevard	Persimmon Blvd to 60th Street	2L	I	NB	2.0%	7	0.80%	880	(2)
				SB	2.0%	6	0.68%	880	(2)
	60th Street to Orange Blvd	2L	I	NB	2.0%	6	0.68%	880	(2)
				SB	2.0%	7	0.80%	880	(2)
Okeechobee Boulevard	Seminole Pratt Whitney Rd to B Road	2L	Unint.	EB	10.0%	33	2.89%	1140	No
				WB	10.0%	32	2.81%	1140	No
Orange Boulevard	Seminole Pratt Whitney Rd to Hall Blvd	2L	I	EB	2.0%	7	0.80%	880	No
				WB	2.0%	6	0.68%	880	No
Persimmon Boulevard	Town Center Pkwy S to Seminole Pratt	2L	I	EB	5.0%	17	1.93%	880	(2)
				WB	5.0%	16	1.82%	880	(2)
	Seminole Pratt to Ilex Way	4LD	I	EB	13.0%	43	2.19%	1960	YES
				WB	13.0%	42	2.14%	1960	YES
	Ilex Way to Town Center Pkwy N	2L	I	EB	11.0%	37	4.20%	880	YES
				WB	11.0%	35	3.98%	880	YES
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	I	NB	17.0%	55	2.81%	1960	No
				SB	17.0%	57	2.91%	1960	No
	Okeechobee Blvd to Sycamore	4LD	I	NB	30.0%	97	2.92%	3320	YES
				SB	30.0%	100	3.01%	3320	YES
	Sycamore to Persimmon Blvd	4LD	I	NB	32.0%	103	5.26%	1960	YES
				SB	32.0%	107	5.46%	1960	YES
	Persimmon Blvd to Town Center Pkwy S	4LD	II	NB	40.0%	129	7.29%	1770	YES
				SB	40.0%	134	7.57%	1770	YES
	Town Center Pkwy S to 60th Street	4LD	II	NB	30.0%	100	5.65%	1770	YES
				SB	30.0%	97	5.48%	1770	YES
	60th Street to Orange Blvd	4LD	I	NB	28.0%	94	4.80%	1960	YES
				SB	28.0%	90	4.59%	1960	YES
	Orange Blvd to Temple Blvd	4LD	I	NB	23.0%	77	2.32%	3320	YES
				SB	23.0%	74	2.23%	3320	YES

(1) Source: 2009 FDOT Quality / LOS Handbook.

(2) Roadway link is not included on the Major Throughfare Identification Map. Local Road Level of Service analysis not required per PBC ULDC Article 12. Shaded roadway links are outside the radius of influence. Significance level is 5%.

INTERSECTION ANALYSIS SHEET

Westlake Free-Standing Discount Superstore

60th St & Seminole Pratt Whitney Rd

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2028
 Years = 4

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	8	42	0	0	35	0	1	0	13	0	0	0
Approved Projects	109	337	18	33	263	6	19	162	189	0	59	24
Background Traffic	325	1417	18	35	1160	14	43	162	513	0	59	24
% Project Traffic	2%	28%	0%	0%	28%	0%	0%	0%	2%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	3	43	0	0	52	0	0	0	4	0	0	0
Total	328	1,460	18	35	1,212	14	43	162	517	0	59	24
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			14			10			10
Per Lane Volume - RTOR	328	734	n/a	35	606	0	43	669	n/a	0	73	n/a
RT - LT Overlap			0			-43			-328			-35
North-South Critical	NB LT + SB TH = 934						SB LT + NB TH = 769					
East-West Critical	EB LT + WB TH = 116						WB LT + EB TH = 669					
Maximum Critical Sum	934			+			669			= 1,603		
STATUS ?							OVER					

<u>PM Peak Hour</u>												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	11	35	0	0	31	1	0	0	10	0	0	0
Approved Projects	186	353	12	47	363	13	29	104	115	0	176	69
Background Traffic	468	1262	12	49	1162	43	41	104	359	0	176	69
% Project Traffic	2%	28%	0%	0%	28%	0%	0%	0%	2%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	7	94	0	0	90	0	0	0	6	0	0	0
Total	475	1,356	12	49	1,252	43	41	104	365	0	176	69
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			43			10			10
Per Lane Volume - RTOR	475	679	n/a	49	626	0	41	459	n/a	0	235	n/a
RT - LT Overlap			0			-41			-475			-49
North-South Critical	NB LT + SB TH = 1101						SB LT + NB TH = 728					
East-West Critical	EB LT + WB TH = 276						WB LT + EB TH = 459					
Maximum Critical Sum	1101 + 459						= 1,560					
STATUS ?						OVER						

INTERSECTION ANALYSIS SHEET

Westlake Free-Standing Discount Superstore

Persimmon Blvd & Seminole Pratt Whitney Rd

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2028
 Years = 4

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53
Historic Growth	2	49	3	1	67	1	1	1	2	11	0	2
Nominal Growth	2	49	3	1	67	1	1	1	2	11	0	2
Approved Projects	6	39	11	9	32	5	0	0	0	0	0	0
Westlake	14	119	26	18	151	10	6	9	6	79	14	55
Indian Trails Grove	0	46	0	22	111	0	0	0	0	0	0	9
The Terraces	1	15	0	0	5	0	0	0	0	0	0	0
Silver Lake	0	0	8	2	0	0	0	2	0	22	7	7
Westlake West	29	65	0	0	187	0	0	18	84	0	6	0
Background Traffic	65	1417	102	53	1903	48	28	23	45	354	25	110
% Project Traffic	3%	29%	0%	11%	29%	0%	0%	2%	3%	0%	2%	11%
Direction	in	in	in	out	out	out	out	out	out	in	in	in
Project Traffic	6	53	0	17	44	0	0	3	5	0	4	20
Total	70	1,470	102	70	1,947	48	28	26	50	354	28	131
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			48			50			60
Per Lane Volume - RTOR	70	735	42	70	974	0	28	26	0	177	28	71
RT - LT Overlap			-135			-28			-70			1
North-South Critical	NB LT + SB TH = 1044					SB LT + NB TH = 805						
East-West Critical	EB LT + WB TH = 56					WB LT + EB TH = 203						
Maximum Critical Sum	1044 + 203 = 1,247											
STATUS ?						NEAR						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41
Nominal Growth	4	62	4	4	57	2	2	2	5	7	2	2
Approved Projects	7	47	13	18	64	9	0	0	0	0	0	0
Westlake	11	167	56	40	146	8	22	41	17	38	15	24
Indian Trails Grove	0	110	0	13	66	0	0	0	0	0	0	22
The Terraces	1	10	0	0	16	0	0	0	0	0	0	0
Silver Lake	0	0	26	9	0	0	0	9	0	15	5	5
Westlake West	95	211	0	0	123	0	0	12	56	0	21	0
Background Traffic	118	1810	179	156	1687	61	71	97	151	210	54	67
% Project Traffic	3%	29%	0%	11%	29%	0%	0%	2%	3%	0%	2%	11%
Direction	in	in	in	out	out	out	out	out	out	in	in	in
Project Traffic	10	93	0	37	97	0	0	7	10	0	6	35
Total	128	1,903	179	193	1,784	61	71	103	161	210	61	102
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	128	952	119	193	892	1	71	103	101	105	61	42
RT - LT Overlap			14			-70			-27			-151
North-South Critical	NB LT + SB TH = 1020						SB LT + NB TH = 1145					
East-West Critical	EB LT + WB TH = 132						WB LT + EB TH = 208					
Maximum Critical Sum	1145						+	208		=	1,353	
STATUS ?						NEAR						

APPENDIX D

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

60th St & Seminole Pratt Whitney Rd

(Existing Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	13	64	0	0	53	0	1	0	19	0	0	0
Approved Projects	163	478	30	49	377	8	31	277	284	0	131	36
Background Traffic	384	1580	30	51	1292	16	55	277	614	0	131	36
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	384	1,580	30	51	1,292	16	55	277	614	0	131	36
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			16			10			10
Per Lane Volume - RTOR	384	800	n/a	51	646	0	55	881	n/a	0	157	n/a
RT - LT Overlap			0			-55			-384			-51
North-South Critical	NB LT + SB TH = 1030						SB LT + NB TH = 851					
East-West Critical	EB LT + WB TH = 212						WB LT + EB TH = 881					
Maximum Critical Sum	1030			+	881				=	1,911		
STATUS ?	OVER											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	17	54	0	0	47	2	1	0	14	0	0	0
Approved Projects	280	499	23	71	512	20	49	231	173	0	335	104
Background Traffic	568	1427	23	73	1327	51	62	231	421	0	335	104
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	568	1,427	23	73	1,327	51	62	231	421	0	335	104
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			51			10			10
Per Lane Volume - RTOR	568	720	n/a	73	664	0	62	642	n/a	0	429	n/a
RT - LT Overlap			0			-62			-568			-73
North-South Critical	NB LT + SB TH = 1232						SB LT + NB TH = 793					
East-West Critical	EB LT + WB TH = 491						WB LT + EB TH = 642					
Maximum Critical Sum	1232			+	642				=	1,874		
STATUS ?	OVER											

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

60th St & Seminole Pratt Whitney Rd

(Proposed Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	13	64	0	0	53	0	1	0	19	0	0	0
Approved Projects	163	478	30	49	377	8	31	277	284	0	131	36
Background Traffic	384	1580	30	51	1292	16	55	277	614	0	131	36
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	384	1,580	30	51	1,292	16	55	277	614	0	131	36
Critical Volume Analysis												
No. of Lanes (1)	2	2	< 0	1	2	1	1	1	1	1	1	1
Right Turn on Red			10			16			60			36
Per Lane Volume - RTOR	192	800	n/a	51	646	0	55	277	554	0	131	0
RT - LT Overlap			0			-55			362			-51
North-South Critical	NB LT + SB TH = 838						SB LT + NB TH = 851					
East-West Critical	EB LT + WB TH = 186						WB LT + EB RT = 362					
Maximum Critical Sum	851			+			362			= 1,213		
STATUS ?				NEAR								

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	17	54	0	0	47	2	1	0	14	0	0	0
Approved Projects	280	499	23	71	512	20	49	231	173	0	335	104
Background Traffic	568	1427	23	73	1327	51	62	231	421	0	335	104
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	568	1,427	23	73	1,327	51	62	231	421	0	335	104
Critical Volume Analysis												
No. of Lanes (1)	2	2	< 0	1	2	1	1	1	1	1	1	1
Right Turn on Red			10			51			60			60
Per Lane Volume - RTOR	284	720	n/a	73	664	0	62	231	361	0	335	44
RT - LT Overlap			0			-62			77			-29
North-South Critical	NB LT + SB TH = 948						SB LT + NB TH = 793					
East-West Critical	EB LT + WB TH = 397						WB LT + EB TH = 231					
Maximum Critical Sum	948		+		397		=		1,345			
STATUS ? NEAR												

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

60th St & Seminole Pratt Whitney Rd

(Existing Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	13	64	0	0	53	0	1	0	19	0	0	0
Approved Projects	163	478	30	49	377	8	31	277	284	0	131	36
Background Traffic	384	1580	30	51	1292	16	55	277	614	0	131	36
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	29	0	0	9	0	0	0	0	0	0	0
Total	384	1,609	30	51	1,301	16	55	277	614	0	131	36
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			16			10			10
Per Lane Volume - RTOR	384	815	n/a	51	651	0	55	881	n/a	0	157	n/a
RT - LT Overlap			0			-55			-384			-51
North-South Critical	NB LT + SB TH = 1035						SB LT + NB TH = 866					
East-West Critical	EB LT + WB TH = 212						WB LT + EB TH = 881					
Maximum Critical Sum	1035			+	881			=	1,916			
STATUS ?	OVER											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	17	54	0	0	47	2	1	0	14	0	0	0
Approved Projects	280	499	23	71	512	20	49	231	173	0	335	104
Background Traffic	568	1427	23	73	1327	51	62	231	421	0	335	104
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	16	0	0	25	0	0	0	0	0	0	0
Total	568	1,443	23	73	1,352	51	62	231	421	0	335	104
Critical Volume Analysis												
No. of Lanes (1)	1	2	< 0	1	2	1	1	1	< 0	1	1	< 0
Right Turn on Red			10			51			10			10
Per Lane Volume - RTOR	568	728	n/a	73	676	0	62	642	n/a	0	429	n/a
RT - LT Overlap			0			-62			-568			-73
North-South Critical	NB LT + SB TH = 1244						SB LT + NB TH = 801					
East-West Critical	EB LT + WB TH = 491						WB LT + EB TH = 642					
Maximum Critical Sum	1244			+	642			=	1,886			
STATUS ?	OVER											

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

60th St & Seminole Pratt Whitney Rd

(Proposed Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	208	1038	0	2	862	8	23	0	311	0	0	0
Peak Season Volume	208	1038	0	2	862	8	23	0	311	0	0	0
Nominal Growth	13	64	0	0	53	0	1	0	19	0	0	0
Approved Projects	163	478	30	49	377	8	31	277	284	0	131	36
Background Traffic	384	1580	30	51	1292	16	55	277	614	0	131	36
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	29	0	0	9	0	0	0	0	0	0	0
Total	384	1,609	30	51	1,301	16	55	277	614	0	131	36
Critical Volume Analysis												
No. of Lanes (1)	2	2	< 0	1	2	1	1	1	1	1	1	1
Right Turn on Red			10			16			60			36
Per Lane Volume - RTOR	192	815	n/a	51	651	0	55	277	554	0	131	0
RT - LT Overlap			0			-55			362			-51
North-South Critical	NB LT + SB TH = 843						SB LT + NB TH = 866					
East-West Critical	EB LT + WB TH = 186						WB LT + EB RT = 362					
Maximum Critical Sum	866 + 362 = 1,228											
STATUS ?						NEAR						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	271	874	0	2	768	29	12	0	234	0	0	0
Peak Season Volume	271	874	0	2	768	29	12	0	234	0	0	0
Nominal Growth	17	54	0	0	47	2	1	0	14	0	0	0
Approved Projects	280	499	23	71	512	20	49	231	173	0	335	104
Background Traffic	568	1427	23	73	1327	51	62	231	421	0	335	104
% Project Traffic	0%	28%	0%	0%	28%	0%	0%	0%	0%	0%	0%	0%
Direction	out	out	out	in	in	in	in	in	in	out	out	out
Project Traffic	0	16	0	0	25	0	0	0	0	0	0	0
Total	568	1,443	23	73	1,352	51	62	231	421	0	335	104
Critical Volume Analysis												
No. of Lanes (1)	2	2	< 0	1	2	1	1	1	1	1	1	1
Right Turn on Red			10			51			60			60
Per Lane Volume - RTOR	284	728	n/a	73	676	0	62	231	361	0	335	44
RT - LT Overlap			0			-62			77			-29
North-South Critical	NB LT + SB TH = 960						SB LT + NB TH = 801					
East-West Critical	EB LT + WB TH = 397						WB LT + EB TH = 231					
Maximum Critical Sum	960		+		397		=		1,357			
STATUS ? NEAR												

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Persimmon Blvd & Seminole Pratt Whitney Rd

(Existing Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53	
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53	
Historic Growth	3	74	4	2	101	2	1	1	2	16	1	3	
Nominal Growth	3	74	4	2	101	2	1	1	2	16	1	3	
Approved Projects	7	46	13	10	36	5	0	0	0	0	0	0	
Westlake	20	173	38	27	219	14	9	13	9	114	20	81	
Indian Trails Grove	0	70	0	33	166	0	0	0	0	0	0	14	
The Terraces	1	19	0	0	6	0	0	0	0	0	0	0	
Discount Superstore	6	53	0	17	44	0	0	3	5	0	4	20	
Westlake West Resid.	44	97	0	0	280	0	0	27	126	0	9	0	
Silver Lake	0	0	10	3	0	0	0	3	0	28	9	9	
Background Traffic	123	1726	127	117	2501	54	31	60	179	422	54	179	
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%	
Direction	in	in	in	out	out	out	in	in	in	in	in	in	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	123	1,726	127	117	2,501	54	31	60	179	422	54	179	
Critical Volume Analysis													
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1	
Right Turn on Red			60			54			60			60	
Per Lane Volume - RTOR	123	863	67	117	1251	0	31	60	119	211	54	119	
RT - LT Overlap			-144			-31			-4			2	
North-South Critical	NB LT + SB TH = 1374					SB LT + NB TH = 980							
East-West Critical	EB LT + WB TH = 85					WB LT + EB TH = 271							
Maximum Critical Sum	1374					+	271		=	1,645			
STATUS ?					OVER								

PM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41	
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41	
Nominal Growth	6	94	6	6	86	3	3	3	8	10	2	3	
Approved Projects	7	49	14	20	70	10	0	0	0	0	0	0	
Westlake	17	250	84	60	219	12	34	61	26	58	23	36	
Indian Trails Grove	0	165	0	20	99	0	0	0	0	0	0	33	
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0	
Discount Superstore	10	93	0	37	97	0	0	7	10	0	6	35	
Westlake West Resid.	143	316	0	0	185	0	0	18	84	0	31	0	
Silver Lake	0	0	32	11	0	0	0	11	0	19	6	6	
Background Traffic	279	2504	241	248	2180	67	84	154	257	252	105	154	
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%	
Direction	in	in	in	out	out	out	in	in	in	in	in	in	
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total	279	2,504	241	248	2,180	67	84	154	257	252	105	154	
Critical Volume Analysis													
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1	
Right Turn on Red			60			60			60			60	
Per Lane Volume - RTOR	279	1252	181	248	1090	7	84	154	197	126	105	94	
RT - LT Overlap			55			-77			-82			-154	
North-South Critical	NB LT + SB TH = 1369					SB LT + NB TH = 1500							
East-West Critical	EB LT + WB TH = 189					WB LT + EB TH = 280							
Maximum Critical Sum	1500					+	280		=	1,780			
STATUS ?						OVER							

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Persimmon Blvd & Seminole Pratt Whitney Rd

(Proposed Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53
Historic Growth	3	74	4	2	101	2	1	1	2	16	1	3
Nominal Growth	3	74	4	2	101	2	1	1	2	16	1	3
Approved Projects	7	46	13	10	36	5	0	0	0	0	0	0
Westlake	20	173	38	27	219	14	9	13	9	114	20	81
Indian Trails Grove	0	70	0	33	166	0	0	0	0	0	0	14
The Terraces	1	19	0	0	6	0	0	0	0	0	0	0
Discount Superstore	6	53	0	17	44	0	0	3	5	0	4	20
Westlake West Resid.	44	97	0	0	280	0	0	27	126	0	9	0
Silver Lake	0	0	10	3	0	0	0	3	0	28	9	9
Background Traffic	123	1726	127	117	2501	54	31	60	179	422	54	179
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%
Direction	in	in	in	out	out	out	in	in	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	1,726	127	117	2,501	54	31	60	179	422	54	179
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Right Turn on Red			60			54			60			60
Per Lane Volume - RTOR	123	576	67	117	834	0	31	60	119	211	54	119
RT - LT Overlap			-144			-31			-4			2
North-South Critical	NB LT + SB TH = 957					SB LT + NB TH = 693						
East-West Critical	EB LT + WB TH = 85					WB LT + EB TH = 271						
Maximum Critical Sum	957			+	271				=	1,228		
STATUS ?	NEAR											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41
Nominal Growth	6	94	6	6	86	3	3	3	8	10	2	3
Approved Projects	7	49	14	20	70	10	0	0	0	0	0	0
Westlake	17	250	84	60	219	12	34	61	26	58	23	36
Indian Trails Grove	0	165	0	20	99	0	0	0	0	0	0	33
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0
Discount Superstore	10	93	0	37	97	0	0	7	10	0	6	35
Westlake West Resid.	143	316	0	0	185	0	0	18	84	0	31	0
Silver Lake	0	0	32	11	0	0	0	11	0	19	6	6
Background Traffic	279	2504	241	248	2180	67	84	154	257	252	105	154
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%
Direction	in	in	in	out	out	out	in	in	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	279	2,504	241	248	2,180	67	84	154	257	252	105	154
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	279	835	181	248	727	7	84	154	197	126	105	94
RT - LT Overlap			55			-77			-82			-154
North-South Critical	NB LT + SB TH = 1006					SB LT + NB TH = 1083						
East-West Critical	EB LT + WB TH = 189					WB LT + EB TH = 280						
Maximum Critical Sum	1083			+	280				=	1,363		
STATUS ?	NEAR											

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Persimmon Blvd & Seminole Pratt Whitney Rd

(Existing Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53
Historic Growth	3	74	4	2	101	2	1	1	2	16	1	3
Nominal Growth	3	74	4	2	101	2	1	1	2	16	1	3
Approved Projects	7	46	13	10	36	5	0	0	0	0	0	0
Westlake	20	173	38	27	219	14	9	13	9	114	20	81
Indian Trails Grove	0	70	0	33	166	0	0	0	0	0	0	14
The Terraces	1	19	0	0	6	0	0	0	0	0	0	0
Discount Superstore	6	53	0	17	44	0	0	3	5	0	4	20
Westlake West Resid.	44	97	0	0	280	0	0	27	126	0	9	0
Silver Lake	0	0	10	3	0	0	0	3	0	28	9	9
Background Traffic	123	1726	127	117	2501	54	31	60	179	422	54	179
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%
Direction	in	in	in	out	out	out	in	in	in	in	in	in
Project Traffic	0	13	0	0	42	2	1	0	0	0	0	0
Total	123	1,739	127	117	2,542	56	31	60	179	422	54	179
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1
Right Turn on Red			60			56			60			60
Per Lane Volume - RTOR	123	870	67	117	1271	0	31	60	119	211	54	119
RT - LT Overlap			-144			-31			-4			2
North-South Critical	NB LT + SB TH = 1394						SB LT + NB TH = 987					
East-West Critical	EB LT + WB TH = 85						WB LT + EB TH = 271					
Maximum Critical Sum	1394 + 271						= 1,665					
STATUS ?						OVER						

PM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41	
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41	
Nominal Growth	6	94	6	6	86	3	3	3	8	10	2	3	
Approved Projects	7	49	14	20	70	10	0	0	0	0	0	0	
Westlake	17	250	84	60	219	12	34	61	26	58	23	36	
Indian Trails Grove	0	165	0	20	99	0	0	0	0	0	0	33	
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0	
Discount Superstore	10	93	0	37	97	0	0	7	10	0	6	35	
Westlake West Resid.	143	316	0	0	185	0	0	18	84	0	31	0	
Silver Lake	0	0	32	11	0	0	0	11	0	19	6	6	
Background Traffic	279	2504	241	248	2180	67	84	154	257	252	105	154	
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%	
Direction	in	in	in	out	out	out	in	in	in	in	in	in	
Project Traffic	0	36	0	0	23	1	2	0	0	0	0	0	
Total	279	2,540	241	248	2,203	68	85	154	257	252	105	154	
Critical Volume Analysis													
No. of Lanes	1	2	1	1	2	1	1	1	1	2	1	1	
Right Turn on Red			60			60			60			60	
Per Lane Volume - RTOR	279	1270	181	248	1102	8	85	154	197	126	105	94	
RT - LT Overlap			55			-77			-82			-154	
North-South Critical	NB LT + SB TH = 1381					SB LT + NB TH = 1518							
East-West Critical	EB LT + WB TH = 190					WB LT + EB TH = 280							
Maximum Critical Sum	1518					+	280		=	1,798			
STATUS ?						OVER							

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Persimmon Blvd & Seminole Pratt Whitney Rd

(Proposed Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	43	1195	62	25	1649	33	21	13	37	264	11	53	
Peak Season Volume	43	1195	62	25	1649	33	21	13	37	264	11	53	
Historic Growth	3	74	4	2	101	2	1	1	2	16	1	3	
Nominal Growth	3	74	4	2	101	2	1	1	2	16	1	3	
Approved Projects	7	46	13	10	36	5	0	0	0	0	0	0	
Westlake	20	173	38	27	219	14	9	13	9	114	20	81	
Indian Trails Grove	0	70	0	33	166	0	0	0	0	0	0	14	
The Terraces	1	19	0	0	6	0	0	0	0	0	0	0	
Discount Superstore	6	53	0	17	44	0	0	3	5	0	4	20	
Westlake West Resid.	44	97	0	0	280	0	0	27	126	0	9	0	
Silver Lake	0	0	10	3	0	0	0	3	0	28	9	9	
Background Traffic	123	1726	127	117	2501	54	31	60	179	422	54	179	
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%	
Direction	in	in	in	out	out	out	in	in	in	in	in	in	
Project Traffic	0	13	0	0	42	2	1	0	0	0	0	0	
Total	123	1,739	127	117	2,542	56	31	60	179	422	54	179	
Critical Volume Analysis													
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1	
Right Turn on Red			60			56			60			60	
Per Lane Volume - RTOR	123	580	67	117	848	0	31	60	119	211	54	119	
RT - LT Overlap			-144			-31			-4			2	
North-South Critical	NB LT + SB TH = 971					SB LT + NB TH = 697							
East-West Critical	EB LT + WB TH = 85					WB LT + EB TH = 271							
Maximum Critical Sum	971					+	271		=	1,242			
STATUS ?					NEAR								

PM Peak Hour													
Intersection Volume Development													
	Northbound			Southbound			Eastbound			Westbound			
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	
Existing Volume (1/9/24)	95	1525	105	94	1404	42	47	54	129	165	37	41	
Peak Season Volume	95	1525	105	94	1404	42	47	54	129	165	37	41	
Nominal Growth	6	94	6	6	86	3	3	3	8	10	2	3	
Approved Projects	7	49	14	20	70	10	0	0	0	0	0	0	
Westlake	17	250	84	60	219	12	34	61	26	58	23	36	
Indian Trails Grove	0	165	0	20	99	0	0	0	0	0	0	33	
The Terraces	1	12	0	0	20	0	0	0	0	0	0	0	
Discount Superstore	10	93	0	37	97	0	0	7	10	0	6	35	
Westlake West Resid.	143	316	0	0	185	0	0	18	84	0	31	0	
Silver Lake	0	0	32	11	0	0	0	11	0	19	6	6	
Background Traffic	279	2504	241	248	2180	67	84	154	257	252	105	154	
% Project Traffic	0%	40%	0%	0%	40%	2%	2%	0%	0%	0%	0%	0%	
Direction	in	in	in	out	out	out	in	in	in	in	in	in	
Project Traffic	0	36	0	0	23	1	2	0	0	0	0	0	
Total	279	2,540	241	248	2,203	68	85	154	257	252	105	154	
Critical Volume Analysis													
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1	
Right Turn on Red			60			60			60			60	
Per Lane Volume - RTOR	279	847	181	248	735	8	85	154	197	126	105	94	
RT - LT Overlap			55			-77			-82			-154	
North-South Critical	NB LT + SB TH = 1014					SB LT + NB TH = 1095							
East-West Critical	EB LT + WB TH = 190					WB LT + EB TH = 280							
Maximum Critical Sum	1095					+	280		=	1,375			
STATUS ?						NEAR							

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Town Center Parkway North & Seminole Pratt Whitney Rd

(Existing Geometrics w/Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	1	934	15	104	958	0	0	0	0	27	0	253
Peak Season Volume	1	934	15	104	958	0	0	0	0	27	0	253
Nominal Growth	0	57	1	6	59	0	0	0	0	2	0	16
Approved Projects	0	374	0	0	391	0	0	0	0	0	0	0
Westlake	20	156	38	40	179	22	10	10	7	49	30	52
Westlake West	34	0	0	27	0	72	208	27	99	0	9	9
Background Traffic	55	1521	54	177	1587	94	218	37	106	78	39	330
% Project Traffic	0%	0%	0%	28%	0%	0%	0%	4%	0%	0%	4%	28%
Direction	in	out	in	in	out	in	out	in	out	in	out	out
Project Traffic	0	0	0	9	0	0	0	1	0	0	4	29
Total	55	1,521	54	186	1,587	94	218	39	106	78	43	359
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			54			60			60			60
Per Lane Volume - RTOR	55	761	0	186	794	34	218	39	46	78	43	299
RT - LT Overlap			-78			-184			-9			113
North-South Critical	NB LT + SB TH = 849						SB LT + NB TH = 947					
East-West Critical	EB LT + WB RT = 331						WB LT + EB TH = 117					
Maximum Critical Sum	947 + 331 = 1,278											
STATUS ?						NEAR						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	0	954	46	133	762	0	0	0	0	50	0	115
Peak Season Volume	0	954	46	133	762	0	0	0	0	50	0	115
Nominal Growth	0	59	3	8	47	0	0	0	0	3	0	7
Approved Projects	0	376	0	0	232	0	0	0	0	0	0	0
Westlake	17	201	49	53	165	18	27	48	32	47	34	51
Westlake West	112	0	0	18	0	235	138	18	66	0	31	31
Background Traffic	129	1590	98	212	1206	253	165	66	98	100	65	204
% Project Traffic	0%	0%	0%	28%	0%	0%	0%	4%	0%	0%	4%	28%
Direction	in	out	in	in	out	in	out	in	out	in	out	out
Project Traffic	0	0	0	25	0	0	0	4	0	0	2	16
Total	129	1,590	98	237	1,206	253	165	70	98	100	67	220
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	129	795	38	237	603	193	165	70	38	100	67	160
RT - LT Overlap			-62			28			-91			-77
North-South Critical	NB LT + SB TH = 732					SB LT + NB TH = 1032						
East-West Critical	EB LT + WB TH = 232					WB LT + EB TH = 170						
Maximum Critical Sum	1032 + 232					= 1,264						
STATUS ?						NEAR						

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Town Center Parkway South & Seminole Pratt Whitney Rd

(Existing Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	2	947	118	31	1106	61	4	3	0	101	8	16
Peak Season Volume	2	947	118	31	1106	61	4	3	0	101	8	16
Nominal Growth	0	58	7	2	68	4	0	0	0	6	0	1
Approved Projects	0	305	0	0	333	0	0	0	0	0	0	0
Westlake	24	168	76	40	173	22	10	10	18	98	31	52
Discount Supercenter	61	9	0	14	29	9	43	22	29	0	43	0
Westlake West	62	34	0	0	99	0	0	27	181	0	9	0
Background Traffic	149	1521	201	87	1808	96	57	62	228	205	91	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	149	1,521	201	87	1,808	96	57	62	228	205	91	69
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	149	761	141	87	904	36	57	62	168	205	91	9
RT - LT Overlap			-64			-21			19			-78
North-South Critical	NB LT + SB TH = 1053						SB LT + NB TH = 848					
East-West Critical	EB LT + WB TH = 148						WB LT + EB TH = 267					
Maximum Critical Sum	1053 + 267						= 1,320					
STATUS ?						NEAR						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	5	1229	176	29	945	65	30	38	6	174	32	17
Peak Season Volume	5	1229	176	29	945	65	30	38	6	174	32	17
Nominal Growth	0	76	11	2	58	4	2	2	0	11	2	1
Approved Projects	0	388	0	0	360	0	0	0	0	0	0	0
Westlake	21	203	98	53	175	18	27	48	52	95	34	51
Discount Supercenter	105	15	0	31	62	15	93	47	62	0	75	0
Westlake West	204	112	0	0	66	0	0	18	120	0	31	0
Background Traffic	335	2023	285	115	1666	102	152	153	240	280	174	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	2,023	285	115	1,666	102	152	153	240	280	174	69
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	335	1012	225	115	833	42	152	153	180	280	174	9
RT - LT Overlap			-55			-110			-155			-106
North-South Critical	NB LT + SB TH = 1168						SB LT + NB TH = 1127					
East-West Critical	EB LT + WB TH = 326						WB LT + EB TH = 433					
Maximum Critical Sum	1168		+		433		=		1,601			
STATUS ?						OVER						

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Town Center Parkway South & Seminole Pratt Whitney Rd

(Proposed Geometrics w/o Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	2	947	118	31	1106	61	4	3	0	101	8	16
Peak Season Volume	2	947	118	31	1106	61	4	3	0	101	8	16
Nominal Growth	0	58	7	2	68	4	0	0	0	6	0	1
Approved Projects	0	305	0	0	333	0	0	0	0	0	0	0
Westlake	24	168	76	40	173	22	10	10	18	98	31	52
Discount Supercenter	61	9	0	14	29	9	43	22	29	0	43	0
Westlake West	62	34	0	0	99	0	0	27	181	0	9	0
Background Traffic	149	1521	201	87	1808	96	57	62	228	205	91	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	149	1,521	201	87	1,808	96	57	62	228	205	91	69
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	149	507	141	87	603	36	57	62	168	205	91	9
RT - LT Overlap			-64			-21			19			-78
North-South Critical	NB LT + SB TH = 752						SB LT + NB TH = 594					
East-West Critical	EB LT + WB TH = 148						WB LT + EB TH = 267					
Maximum Critical Sum	752 + 267						= 1,019					
STATUS ?						UNDER						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	5	1229	176	29	945	65	30	38	6	174	32	17
Peak Season Volume	5	1229	176	29	945	65	30	38	6	174	32	17
Nominal Growth	0	76	11	2	58	4	2	2	0	11	2	1
Approved Projects	0	388	0	0	360	0	0	0	0	0	0	0
Westlake	21	203	98	53	175	18	27	48	52	95	34	51
Discount Supercenter	105	15	0	31	62	15	93	47	62	0	75	0
Westlake West	204	112	0	0	66	0	0	18	120	0	31	0
Background Traffic	335	2023	285	115	1666	102	152	153	240	280	174	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	2,023	285	115	1,666	102	152	153	240	280	174	69
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	335	675	225	115	556	42	152	153	180	280	174	9
RT - LT Overlap			-55			-110			-155			-106
North-South Critical	NB LT + SB TH = 891						SB LT + NB TH = 790					
East-West Critical	EB LT + WB TH = 326						WB LT + EB TH = 433					
Maximum Critical Sum	891			+			433			= 1,324		
STATUS ?						NEAR						

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Town Center Parkway South & Seminole Pratt Whitney Rd

(Existing Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	2	947	118	31	1106	61	4	3	0	101	8	16
Peak Season Volume	2	947	118	31	1106	61	4	3	0	101	8	16
Nominal Growth	0	58	7	2	68	4	0	0	0	6	0	1
Approved Projects	0	305	0	0	333	0	0	0	0	0	0	0
Westlake	24	168	76	40	173	22	10	10	18	98	31	52
Discount Supercenter	61	9	0	14	29	9	43	22	29	0	43	0
Westlake West	62	34	0	0	99	0	0	27	181	0	9	0
Background Traffic	149	1521	201	87	1808	96	57	62	228	205	91	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	13	0	0	0	0	1	0	44	4	0
Total	149	1,521	214	87	1,808	96	57	64	228	248	95	69
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	149	761	154	87	904	36	57	64	168	248	95	9
RT - LT Overlap			-94			-21			19			-78
North-South Critical	NB LT + SB TH = 1053						SB LT + NB TH = 848					
East-West Critical	EB LT + WB TH = 152						WB LT + EB TH = 312					
Maximum Critical Sum	1053 + 312						= 1,365					
STATUS ?						NEAR						

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	5	1229	176	29	945	65	30	38	6	174	32	17
Peak Season Volume	5	1229	176	29	945	65	30	38	6	174	32	17
Nominal Growth	0	76	11	2	58	4	2	2	0	11	2	1
Approved Projects	0	388	0	0	360	0	0	0	0	0	0	0
Westlake	21	203	98	53	175	18	27	48	52	95	34	51
Discount Supercenter	105	15	0	31	62	15	93	47	62	0	75	0
Westlake West	204	112	0	0	66	0	0	18	120	0	31	0
Background Traffic	335	2023	285	115	1666	102	152	153	240	280	174	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	38	0	0	0	0	4	0	24	2	0
	0	0	38	0	0	0	0	4	0	24	2	0
Total	335	2,023	324	115	1,666	102	152	157	240	304	176	69
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	335	1012	264	115	833	42	152	157	180	304	176	9
RT - LT Overlap			-40			-110			-155			-106
North-South Critical	NB LT + SB TH = 1168						SB LT + NB TH = 1127					
East-West Critical	EB LT + WB TH = 328						WB LT + EB TH = 461					
Maximum Critical Sum	1168		+		461		=		1,629			
STATUS ?						OVER						

INTERSECTION ANALYSIS SHEET

Westlake Pod L Apartments

Town Center Parkway South & Seminole Pratt Whitney Rd

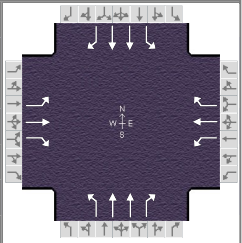
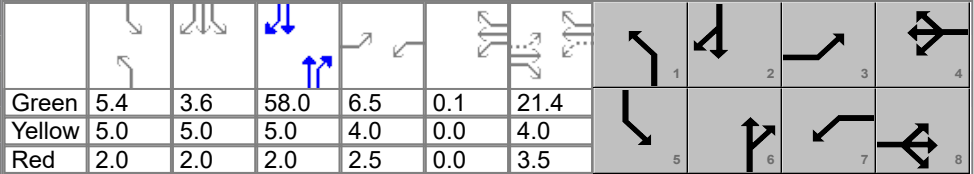
(Proposed Geometrics w/ Project)

Nominal Growth Rate = 1.00%
 Peak Season = 1.00
 Buildout Year = 2030
 Years = 6

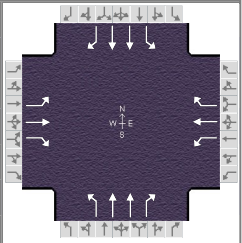
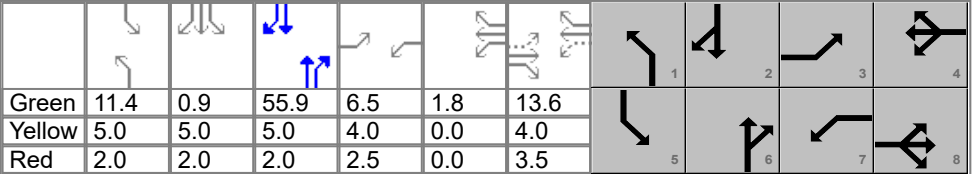
AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	2	947	118	31	1106	61	4	3	0	101	8	16
Peak Season Volume	2	947	118	31	1106	61	4	3	0	101	8	16
Nominal Growth	0	58	7	2	68	4	0	0	0	6	0	1
Approved Projects	0	305	0	0	333	0	0	0	0	0	0	0
Westlake	24	168	76	40	173	22	10	10	18	98	31	52
Discount Supercenter	61	9	0	14	29	9	43	22	29	0	43	0
Westlake West	62	34	0	0	99	0	0	27	181	0	9	0
Background Traffic	149	1521	201	87	1808	96	57	62	228	205	91	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	13	0	0	0	0	1	0	44	4	0
Total	149	1,521	214	87	1,808	96	57	64	228	248	95	69
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	149	507	154	87	603	36	57	64	168	248	95	9
RT - LT Overlap			-94			-21			19			-78
North-South Critical	NB LT + SB TH = 752					SB LT + NB TH = 594						
East-West Critical	EB LT + WB TH = 152					WB LT + EB TH = 312						
Maximum Critical Sum	752 + 312					= 1,064						
STATUS ?					UNDER							

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/9/24)	5	1229	176	29	945	65	30	38	6	174	32	17
Peak Season Volume	5	1229	176	29	945	65	30	38	6	174	32	17
Nominal Growth	0	76	11	2	58	4	2	2	0	11	2	1
Approved Projects	0	388	0	0	360	0	0	0	0	0	0	0
Westlake	21	203	98	53	175	18	27	48	52	95	34	51
Discount Supercenter	105	15	0	31	62	15	93	47	62	0	75	0
Westlake West	204	112	0	0	66	0	0	18	120	0	31	0
Background Traffic	335	2023	285	115	1666	102	152	153	240	280	174	69
% Project Traffic	0%	0%	42%	0%	0%	0%	0%	4%	0%	42%	4%	0%
Direction	in	in	in	out	out	in	out	in	out	out	out	in
Project Traffic	0	0	38	0	0	0	0	4	0	24	2	0
	0	0	38	0	0	0	0	4	0	24	2	0
Total	335	2,023	324	115	1,666	102	152	157	240	304	176	69
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Right Turn on Red			60			60			60			60
Per Lane Volume - RTOR	335	675	264	115	556	42	152	157	180	304	176	9
RT - LT Overlap			-40			-110			-155			-106
North-South Critical	NB LT + SB TH = 891					SB LT + NB TH = 790						
East-West Critical	EB LT + WB TH = 328					WB LT + EB TH = 461						
Maximum Critical Sum	891		+		461		=		1,352			
STATUS ?						NEAR						

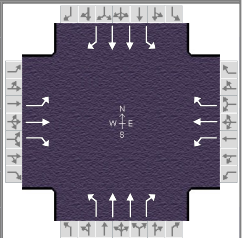
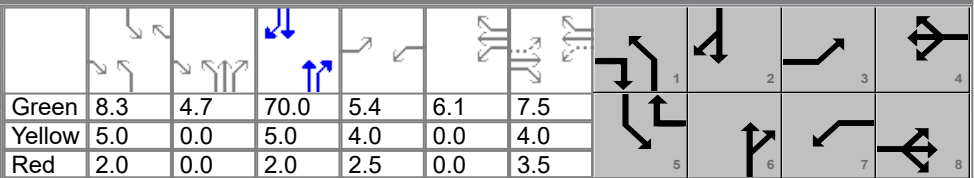
HCS Signalized Intersection Results Summary

General Information						Intersection Information															
Agency		PTC				Duration, h		0.250													
Analyst		#25-070		Analysis Date		Apr 16, 2026		Area Type		Other											
Jurisdiction		PBC		Time Period		AM Total		PHF		0.95											
Urban Street		Seminole Pratt Whitney...		Analysis Year		2030		Analysis Period		1> 7:00											
Intersection		Town Center Pkwy N &...		File Name		TCP North AM Total.xus															
Project Description		Westlake Pod L Apartments																			
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						218	39	106	78	43	359	55	1521	54	186	1587	94				
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	5.4	3.6	58.0	6.5	0.1	21.4									
						Yellow	5.0	5.0	5.0	4.0	0.0	4.0									
						Red	2.0	2.0	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						13.0		28.9		13.1		29.0		12.4		65.0		23.0		75.6	
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		3.2		3.0		3.2		3.0		0.0		3.0		0.0	
Queue Clearance Time (g s), s						8.5		11.2		6.9		23.5		6.2				16.0			
Green Extension Time (g e), s						0.0		0.8		0.0		0.0		0.0		0.0		0.1		0.0	
Phase Call Probability						1.00		1.00		0.95		1.00		0.88				1.00			
Max Out Probability						1.00		0.02		0.02		1.00		0.00				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						229	41	112	82	45	315	58	1601	57	196	1671	99				
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						6.5	2.4	9.2	4.9	2.7	21.5	4.2	58.0	2.0	14.0	48.3	2.6				
Cycle Queue Clearance Time (g c), s						6.5	2.4	9.2	4.9	2.7	21.5	4.2	58.0	2.0	14.0	48.3	2.6				
Green Ratio (g/C)						0.21	0.16	0.16	0.22	0.17	0.17	0.04	0.45	0.45	0.12	0.53	0.53				
Capacity (c), veh/h						320	308	235	345	309	262	75	1588	707	220	1878	836				
Volume-to-Capacity Ratio (X)						0.716	0.133	0.475	0.238	0.146	1.201	0.776	1.008	0.080	0.891	0.890	0.118				
Back of Queue (Q), ft/ln (95 th percentile)						199	51	149	98	57	662	90	843	34	304	546	43				
Back of Queue (Q), veh/ln (95 th percentile)						7.8	2.0	5.9	3.9	2.2	26.1	3.5	33.2	1.3	12.0	21.5	1.7				
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						49.3	46.4	49.2	42.0	46.4	54.3	60.8	26.4	15.0	53.4	16.3	9.5				
Incremental Delay (d 2), s/veh						6.5	0.1	0.6	0.1	0.1	121.0	6.3	24.7	0.2	26.8	6.8	0.3				
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						55.8	46.5	49.8	42.1	46.5	175.2	67.1	51.0	15.2	80.3	23.1	9.8				
Level of Service (LOS)						E	D	D	D	D	F	E	F	B	F	C	A				
Approach Delay, s/veh / LOS						53.0		D		137.3		F		50.4		D		28.1		C	
Intersection Delay, s/veh / LOS						49.4						D									
Multimodal Results						EB			WB			NB			SB						
Pedestrian LOS Score / LOS						2.46		B		2.46		B		2.19		B		2.10		B	
Bicycle LOS Score / LOS						1.12		A		1.22		A		1.90		B		2.11		B	

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		PTC				Duration, h		0.250											
Analyst		#25-070		Analysis Date		Apr 16, 2026		Area Type		Other									
Jurisdiction		PBC		Time Period		PM Total		PHF		0.95									
Urban Street		Seminole Pratt Whitney...		Analysis Year		2030		Analysis Period		1> 7:00									
Intersection		Town Center Pkwy N &...		File Name		TCP North PM Total.xus													
Project Description		Westlake Pod L Apartments																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				165	70	98	100	67	220	129	1590	98	237	1206	253				
Signal Information																			
Cycle, s	125.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On		Green	11.4	0.9	55.9	6.5	1.8	13.6								
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	5.0	5.0	5.0	4.0	0.0	4.0								
				Red	2.0	2.0	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				13.0		21.1		14.8		22.9		18.4		62.9		26.2		70.8	
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				8.5		9.8		8.5		15.0		11.3				19.1			
Green Extension Time (g e), s				0.0		0.5		0.0		0.3		0.1		0.0		0.1		0.0	
Phase Call Probability				1.00		1.00		0.97		1.00		0.99				1.00			
Max Out Probability				1.00		0.08		0.26		0.81		0.00				0.99			
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				174	74	103	105	71	168	136	1674	103	249	1269	266				
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1870	1585	1781	1870	1585	1781	1781	1585	1781	1781	1585				
Queue Service Time (g s), s				6.5	4.6	7.8	6.5	4.3	13.0	9.3	55.9	3.6	17.1	27.2	8.7				
Cycle Queue Clearance Time (g c), s				6.5	4.6	7.8	6.5	4.3	13.0	9.3	55.9	3.6	17.1	27.2	8.7				
Green Ratio (g/C)				0.16	0.11	0.11	0.17	0.12	0.12	0.09	0.45	0.45	0.15	0.51	0.51				
Capacity (c), veh/h				247	203	172	271	230	195	162	1592	709	274	1817	809				
Volume-to-Capacity Ratio (X)				0.704	0.363	0.600	0.388	0.307	0.865	0.839	1.051	0.146	0.910	0.699	0.329				
Back of Queue (Q), ft/ln (95 th percentile)				116	97	141	129	91	262	190	923	60	351	329	131				
Back of Queue (Q), veh/ln (95 th percentile)				4.6	3.8	5.5	5.1	3.6	10.3	7.5	36.3	2.4	13.8	13.0	5.2				
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				51.1	51.7	53.1	45.3	50.0	53.8	54.0	25.2	14.7	48.8	14.1	11.2				
Incremental Delay (d 2), s/veh				7.5	0.4	1.3	0.3	0.3	21.1	4.4	37.3	0.4	25.1	2.3	1.1				
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				58.6	52.1	54.4	45.7	50.2	74.9	58.4	62.5	15.1	74.0	16.4	12.3				
Level of Service (LOS)				E	D	D	D	D	E	E	F	B	E	B	B				
Approach Delay, s/veh / LOS				56.0		E		60.9		E		59.7		E		23.8		C	
Intersection Delay, s/veh / LOS				44.9						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.47		B		2.47		B		2.19		B		2.10		B	
Bicycle LOS Score / LOS				1.07		A		1.06		A		2.07		B		1.96		B	

HCS Signalized Intersection Results Summary

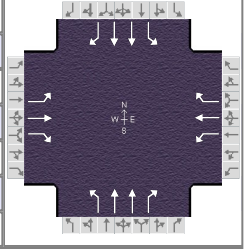
General Information						Intersection Information									
Agency	PTC					Duration, h	0.250								
Analyst	#25-070		Analysis Date	Apr 16, 2026		Area Type	Other								
Jurisdiction	PBC		Time Period	AM Total, Opt.Timing		PHF	0.95								
Urban Street	Seminole Pratt Whitney...		Analysis Year	2030		Analysis Period	1> 7:00								
Intersection	Town Center Pkwy S &...		File Name	TCP South AM Total Opt..xus											
Project Description	Westlake Pod L Apartments														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				57	64	228	248	95	69	149	1521	214	87	1808	96
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	8.3	4.7	70.0	5.4	6.1	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				11.9	15.0	18.0	21.1	20.0	81.7	15.3	77.0				
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				6.1	9.5	13.5	8.6	13.2		8.6					
Green Extension Time (g e), s				0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0				
Phase Call Probability				0.89	1.00	1.00	1.00	1.00		0.96					
Max Out Probability				1.00	1.00	1.00	0.27	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				60	67	177	261	100	73	157	1601	225	92	1903	101
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				4.1	4.6	7.5	11.5	6.6	5.2	11.2	34.1	5.3	6.6	68.2	2.6
Cycle Queue Clearance Time (g c), s				4.1	4.6	7.5	11.5	6.6	5.2	11.2	34.1	5.3	6.6	68.2	2.6
Green Ratio (g/C)				0.10	0.06	0.16	0.16	0.10	0.17	0.10	0.57	0.57	0.06	0.54	0.54
Capacity (c), veh/h				179	108	225	243	196	267	178	2047	911	113	1918	853
Volume-to-Capacity Ratio (X)				0.334	0.624	0.786	1.075	0.511	0.272	0.880	0.782	0.247	0.808	0.992	0.118
Back of Queue (Q), ft/ln (95 th percentile)				83	108	267	314	141	93	272	329	80	153	785	42
Back of Queue (Q), veh/ln (95 th percentile)				3.3	4.3	10.5	12.4	5.6	3.7	10.7	12.9	3.1	6.0	30.9	1.6
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				54.6	59.9	52.6	55.2	55.0	47.1	55.6	10.4	7.1	58.7	18.1	8.8
Incremental Delay (d 2), s/veh				0.4	8.2	15.4	78.9	1.0	0.2	35.1	3.1	0.6	15.7	18.9	0.3
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	68.0	68.0	134.1	56.0	47.3	90.7	13.5	7.7	74.4	36.9	9.1
Level of Service (LOS)				E	E	E	F	E	D	F	B	A	E	D	A
Approach Delay, s/veh / LOS				65.5		E	101.6		F	18.9		B	37.2		D
Intersection Delay, s/veh / LOS				37.3						D					
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				0.99		A	1.20		A	2.12		B	2.22		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	PTC			Duration, h	0.250
Analyst	#25-070	Analysis Date	Apr 16, 2026	Area Type	Other
Jurisdiction	PBC	Time Period	PM Total	PHF	0.95
Urban Street	Seminole Pratt Whitney...	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	Town Center Pkwy S &...	File Name	TCP South PM Total.xus		
Project Description	Westlake Pod L Apartments				



A diagram of a four-way intersection. A north arrow is in the center, pointing upwards. Arrows on each of the four approaches indicate traffic flow: straight through, left turn, and right turn. The intersection is depicted with a grid of streets and a central area.



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	152	157	240	304	176	69	335	2023	324	115	1666	102

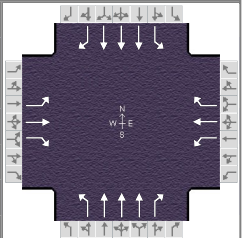
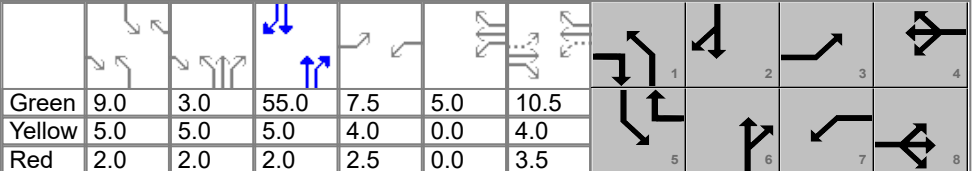
Signal Information														
Cycle, s	125.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	6.0	67.0	6.5	5.0	12.5	0.0				
				Yellow	5.0	5.0	4.0	0.0	4.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.5	0.0	3.5	0.0				

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	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	13.0	20.0	18.0	25.0	13.0	74.0	13.0	74.0
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	8.5	14.5	13.5	13.8	8.0		8.0	
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	1.00	1.00	1.00	1.00	1.00		0.99	
Max Out Probability	1.00	1.00	1.00	0.72	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	160	165	189	320	185	73	353	2129	341	121	1754	107
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	6.5	10.9	12.5	11.5	11.8	4.9	6.0	67.0	10.8	6.0	51.1	2.7
Cycle Queue Clearance Time (g_c), s	6.5	10.9	12.5	11.5	11.8	4.9	6.0	67.0	10.8	6.0	51.1	2.7
Green Ratio (g/C)	0.15	0.10	0.15	0.20	0.14	0.19	0.05	0.54	0.54	0.05	0.54	0.54
Capacity (c), veh/h	186	187	211	237	262	298	86	1909	850	86	1909	850
Volume-to-Capacity Ratio (X)	0.862	0.884	0.897	1.350	0.708	0.244	4.124	1.116	0.401	1.416	0.919	0.126
Back of Queue (Q), ft/ln (95 th percentile)	153	282	312	557	252	86	1413	1177	154	362	556	43
Back of Queue (Q), veh/ln (95 th percentile)	6.0	11.1	12.3	21.9	9.9	3.4	55.6	46.3	6.1	14.3	21.9	1.7
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	53.0	55.5	52.3	49.5	51.3	43.2	58.5	17.8	9.8	58.5	15.6	8.7
Incremental Delay (d_2), s/veh	30.5	34.6	34.6	182.7	7.3	0.2	1433.2	59.9	1.4	242.4	8.6	0.3
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	83.4	90.1	86.9	232.2	58.6	43.3	1491.7	77.8	11.2	300.9	24.2	9.0
Level of Service (LOS)	F	F	F	F	E	D	F	F	B	F	C	A
Approach Delay, s/veh / LOS	86.9		F	152.8		F	246.3		F	40.3		D
Intersection Delay, s/veh / LOS	154.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	2.09	B	2.18	B
Bicycle LOS Score / LOS	1.34	A	1.44	A	2.82	C	2.12	B

HCS Signalized Intersection Results Summary

General Information						Intersection Information																
Agency		PTC				Duration, h		0.250														
Analyst		#25-070		Analysis Date		Apr 16, 2026		Area Type		Other												
Jurisdiction		PBC		Time Period		PM Total w/Impr.		PHF		0.95												
Urban Street		Seminole Pratt Whitney...		Analysis Year		2030		Analysis Period		1> 7:00												
Intersection		Town Center Pkwy S &...		File Name		TCP South PM Total w-Impr.xus																
Project Description		Westlake Pod L Apartments																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						152	157	240	304	176	69	335	2023	324	115	1666	102					
Signal Information																						
Cycle, s	125.0	Reference Phase	2																			
Offset, s	0	Reference Point	End																			
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0													3.0	55.0	7.5	5.0	10.5
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0													5.0	5.0	4.0	0.0	4.0
				Red	2.0	2.0	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						14.0		18.0		19.0		23.0		26.0		72.0		16.0		62.0		
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						9.5		12.5		14.5		14.0		21.0				10.4				
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				0.99				
Max Out Probability						1.00		1.00		1.00		1.00		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						160	165	189	320	185	73	353	2129	341	121	1754	107					
Adjusted Saturation Flow Rate (s), veh/h/ln						1781	1870	1427	1781	1870	1585	1781	1698	1585	1781	1698	1585					
Queue Service Time (g s), s						7.5	10.5	10.5	12.5	12.0	4.8	19.0	36.2	11.6	8.4	32.9	3.8					
Cycle Queue Clearance Time (g c), s						7.5	10.5	10.5	12.5	12.0	4.8	19.0	36.2	11.6	8.4	32.9	3.8					
Green Ratio (g/C)						0.14	0.08	0.24	0.19	0.12	0.20	0.15	0.52	0.52	0.07	0.44	0.44					
Capacity (c), veh/h						178	157	337	236	232	311	271	2649	824	128	2242	697					
Volume-to-Capacity Ratio (X)						0.896	1.052	0.563	1.357	0.799	0.234	1.302	0.804	0.414	0.944	0.782	0.154					
Back of Queue (Q), ft/ln (95 th percentile)						146	347	225	546	274	85	772	389	167	248	416	65					
Back of Queue (Q), veh/ln (95 th percentile)						5.7	13.7	8.9	21.5	10.8	3.4	30.4	15.3	6.6	9.8	16.4	2.5					
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						52.9	57.3	42.1	49.5	53.2	42.3	49.8	14.7	11.0	56.2	21.3	15.3					
Incremental Delay (d 2), s/veh						38.6	86.2	1.3	186.0	16.4	0.1	160.4	2.7	1.5	61.6	2.8	0.5					
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						91.5	143.5	43.4	235.4	69.7	42.5	210.2	17.4	12.5	117.8	24.1	15.7					
Level of Service (LOS)						F	F	D	F	E	D	F	B	B	F	C	B					
Approach Delay, s/veh / LOS						90.5		F		158.0		F		40.9		D		29.3		C		
Intersection Delay, s/veh / LOS						52.8												D				
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.74		C		2.10		B		2.19		B		
Bicycle LOS Score / LOS						1.34		A		1.44		A		2.04		B		1.58		B		