INDIAN TRAIL IMPROVEMENT DISTRICT
13476 61ST STREET NORTH
WESTPALMBEACH, FL33412-1915
Office: 561-793-0874
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Established 1957 www.indiantrail.com

April 22, 2014

Hon. Priscilla Taylor, Mayor
Palm Beach County Board of County Commissioners
301 North Olive Avenue
West Palm Beach, Florida 33401

RE: Minto West Project

Dear Mayor Taylor and Commissioners:

At its April 9th, 2014 Regular Meeting, the Indian Trail Improvement District Board of Supervisors voted to oppose the application by Minto SPW LLC for development approval to allow a maximum of 6,500 dwelling units in the Minto West Project.

Sincerely,

Carol Jacobs
President, Board of Supervisors

cc. Hon. Paulette Burdick, Deputy Mayor
Hon. Jess R. Santamaria. Commissioner
Hon. Hal R. Valeche, Commissioner
Hon. Steven Abrams, Commissioner
Hon. Shelley Vanna, Commissioner
Hon. Mary Lou Berger, Commissioner
Robert Weisman, P.E., County Administrator
Verdenia C. Baker, Deputy County Administrator
Rebecca D. Caldwell, Executive Director PZB
ITID Board of Supervisors
G. James Shallman, District Manager
Jay Foy, P.E., District Engineer
Mary M. Viator, District Legal Counsel

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July 24, 2014

Ms. Verdenia C. Baker, Deputy County Administrator
Palm Beach County Governmental Center
301 N. Olive Avenue
West Palm Beach, Florida 33401

Re: **Indian Trail Improvement District's Position Regarding and Comments on the Proposed Minto West Project**

Dear Ms. Baker;

This letter is submitted on behalf of Indian Trail Improvement District (ITID). It summarizes the key conclusions of ITID's staff and professional consultants regarding the impact on ITID's public facilities and services of the development project known as "Minto West", the approval of which is currently pending before Palm Beach County. The Board of Supervisors trusts that Palm Beach County will find the attached information helpful in evaluating the "package" of development order applications submitted by the developer, Minto SPW LLC ("Minto").

DISTRICT POSITION REGARDING MINTO WEST: At its meeting of July 9, 2014, the Board of Supervisors adopted a Resolution objecting to approval of Minto's current applications to change the mix of land uses and dramatically increase the densities and intensities on its property above those approved by Palm Beach County in 2008 for the Callery-Judge Agricultural Enclave (see attached Exhibit "M"). **The Board of Supervisors acknowledges the County's 2008 approvals for the site and strongly urges the Palm Beach County Board of County Commissioners not to change those approvals as Minto requests.** The reasons for the District's position are outlined in this letter and its attachments.

BACKGROUND: Indian Trail Improvement District is an independent special district of the State of Florida established in 1957 pursuant to Chapter 298, Florida Statutes and special acts of the Florida Legislature with a jurisdictional area of ±110 square miles. ITID was created to finance, construct and perpetually maintain public surface water management, road and park and recreation facilities and related services benefitting the unincorporated community known as the "Acreage." The Acreage currently encompasses approximately 35 square miles. It is subdivided into 19,803 parcels, of which 17,057 (86.1%) are developed, supporting an estimated population of 38,000. If it were incorporated, the Acreage would be the 4th largest in area and 8th most populous municipality in Palm Beach County. Over the past three decades, the Acreage has matured into a vibrant community with a cherished sense of its unique identity.

"WORKS OF THE DISTRICT" & COMMUNITY CONTROL: ITID has constructed and currently maintains more than 160 miles of drainage canals, four stormwater pump stations, two stormwater impoundments, 459 miles of paved and unpaved roadways, and nine community parks (collectively, the "Works" of the District). The character and quality of these Works were designed to reflect the rhythm and service demands of a relatively low intensity, "rural" lifestyle. ITID's Works were constructed and are currently maintained exclusively by non-ad valorem special benefit assessments imposed annually on District landowners, unassisted by the outside funding (e.g., Gas Tax, impact fees or general tax revenue). Since 1981, ITID has also issued more than $34,000,000 in bonds and loans (plus interest) to construct its Works, repayment of which debt is included in the landowners' annual assessment. ITID's proposed 2014-2015 Budget to maintain its Works is approximately $13,111,000, an average of $466 in assessments per parcel --- this is in addition to ad valorem property taxes imposed by the County and other taxing units. No other special district in Palm Beach County has provided basic facilities and services to a community on the scale of ITID.

Understandably, because of this unique history Acreage residents have a special proprietary claim on ITID's Works which they take seriously. This is especially true when, as is the case with Minto West, the community's right to control or to use District facilities is challenged or ignored by non-residents and other governmental entities. ITID is responsible for protecting the Works of the District from forces, both natural and man-made, that would damage them, exceed their carrying capacity or hasten their deterioration.

THE "AGRICULTURAL ENCLAVE". In 2008, the County assigned an "Agricultural Enclave" Comprehensive Plan designation to the Callery-Judge Groves property, a 3791 acre (±6 square mile) parcel located in the heart of and almost entirely surrounded by the Acreage. Callery-Judge is often described as the "hole" in the Acreage "donut". For decades, Callery-Judge functioned as a citrus grove, a pre-existing agricultural operation consistent with the lifestyle of the surrounding community. Grove operations did not impose unreasonable burdens on the Works of the District. Several years ago, however, Callery-Judge discontinued agricultural production and pursued development. After a long and controversial struggle over the property's future, the property owner pursued and obtained special development rights from the Florida Legislature in the form of the Agricultural Lands and Practices Act, an amendment to Florida's Growth Management Law (Chapter 163, Part II, Florida Statutes) (the "Act"). The Act gave Callery-Judge an opportunity to have their land declared an "agricultural enclave", a land use designation designed to overcome many of the objections to their development plans.

In response to an application pursuant to the Act, Palm Beach County in 2008 approved an "Agricultural Enclave" Comprehensive Plan designation for the property, allowing the possibility of a maximum of 2,996 dwelling units and 235,000 square feet of neighborhood or community-oriented non-residential uses (hereafter, the "Callery-Judge Plan"). While the proposed form of the Callery-Judge Plan may be different, these levels of density and intensity were reasonably similar on average to those in the Acreage. The Callery-Judge Plan, however, was adopted with minimal review and virtually no assessment of its potential impacts on the surrounding community.

Minto, the successor to Callery-Judge, now proposes to scrap the Callery-Judge Plan, retaining only the "Agricultural Enclave" Comprehensive Plan land use designation. In its place, Minto proposes an intense, mixed use development modelled on "New Urbanist" principles with minimal resemblance to the Acreage. The Minto West Plan currently involves a 52% increase in residential density (from 2,996 du to 4549 du), a staggering 894% increase in non-residential (retail, office & "employment") uses (from 235,000 to 2.1-million sf), as well as free-standing uses including a 3000 student university, a 150 room hotel and a 126 acre "commercial recreation" area with "lighted fields". The full impacts of this project cannot be precisely calculated.

Minto West's proposed urban form, land use mix and development density/intensity are clearly inconsistent with that of the Acreage, Loxahatchee Groves and other surrounding communities. No amount of internal "buffering" will contain the project's development impacts entirely within its boundaries. This is especially true of its traffic, which (in combination with the expected traffic from several other equally large development projects planned for the area just north and west of the Acreage) will sprawl outward, blanketing roads in the Western Communities. It is easy to see why many have concluded that Minto West is not only a "game changer", but also a "block buster". Minto West and its fellow developments present in aggregate a profound challenge to maintaining the Works of the District, as well as to the Acreage community's ability to sustain and enhance the quality of life they have labored to create.

DISTRICT RESPONSE: Neither ITID's Board of Supervisors nor its staff can officially represent or fully articulate the range of the Acreage community's objections to and concerns raised by Minto West. ITID's primary responsibility is to assure that its "Works" – the roads, canals, and parks paid for and maintained exclusively by District property owners through their special benefit assessments – are not damaged or degraded by the impacts of unjustifiably intense, badly planned or inappropriately placed development on surrounding properties. In this regard, Minto and the County make many assumptions about the physical "carrying capacity" of ITID's infrastructure. Even more significantly, Minto and the County also seem to take for granted that the Works of the District -- built and maintained exclusively by Acreage landowners -- are available to be used by outside landowners without approval or adequate compensation.

ITID and its landowners have heavily invested in public facilities designed to serve and directly benefit themselves and their community. Because of the willingness of Acreage landowners to tax themselves, Palm Beach County taxpayers have been for decades relieved of the expense of constructing and maintaining those facilities. Acreage landowners did

not assume this financial burden in order to benefit land speculators or developers of adjacent lands like Minto or G. L. Homes. Nor should Palm Beach County consider the Acreage landowners' investment in the Works of the District to be an invitation to justify issuing land development orders that, while they may benefit the County and its interests, are clearly detrimental to the District and the Acreage community.

In response to the challenge presented by Minto West, the District's Board of Supervisors directed its staff and professional consultants to examine the current proposal in an effort to estimate its direct and indirect impacts on the Works of the District. The attached conclusions (see **Exhibit "A"**) accompanied by certain supporting documents are presented in summary form for the County's consideration. If requested, ITID's staff and professional consultants will be available to expand on or explain the information provided. **However, regardless of the County's response, ITID intends to use this information to act independently in its own best interests to address the challenges to the control and operation of its Works posed by Minto West, G. L. Homes and other imminent development projects.**

We trust the information we are providing will be useful to the County in evaluating Minto's and other applications for development approval. This letter does not exhaust ITID's comments on the Minto West project, and the District reserves its right to supplement and adjust its position as more information is provided by Minto, the County or other developers in the immediate area.

Sincerely yours,

INDIAN TRAIL IMPROVEMENT DISTRICT
BY ITS BOARD OF SUPERVISORS

Carol Jacobs
President

Attachments
CC: Hon. Priscilla Taylor, Mayor
Hon. Jess Santamaria, Commissioner
Hon. P. Burdick, Vice Mayor
Hon. Hal R. Valeché, Commissioner
Hon. S. Vana, Commissioner
Hon. S. Abrams, Commissioner
Hon. Mary Lou Berger, Commissioner
Robert Weisman, P.E., County Administrator
Verdenia C. Baker, Deputy County Administrator
George T. Webb, P.E., County Engineer
Dan Weisberg, P.E., Director, Traffic Division
Rebecca D. Caldwell, Executive Director, PBC PZB
Lorenzo Aghemo, Planning Director
Board of Supervisors, ITID
Ralph Bair, Vice President
Michelle Damone, Treasurer
Gary Dunkley, Assistant Secretary
Jennifer Hager, Supervisor
G. James Shallman, District Manager
Jay G. Foy, P.E., District Engineer
F. Martin Perry, Esq.

LIST OF EXHIBITS

EXHIBIT "A"	SUMMARY OF COMMENTS ON MINTO WEST PLAN BY ITID'S PROFESSIONAL CONSULTANTS
EXHIBIT "B"	MINTO WEST VICINITY SKETCH
EXHIBIT "C"	RESOLUTION OF THE BOARD OF SUPERVISORS OF ITID, SUPPORTING A REGIONAL APPROACH TO PLANNING IN THE WESTERN COMMUNITIES, ADOPTED MAY 13, 2014.
EXHIBIT "D"	D-1: EXTRACT OF PBC COMPREHENSIVE PLAN, LAND USE MAP LU 1.1 (TIER) D-2: EXTRACT OF PBC COMPREHENSIVE PLAN, TABLE III.C
EXHIBIT "E"	E-1: EXTRACT OF PBC COMPREHENSIVE PLAN MAP TE 3.1 (FUNCTIONAL CLASSIFICATION OF ROADS) E-2: EXTRACT OF FEDERAL FUNCTIONAL CLASSIFICATION OF ROADS MAP
EXHIBIT "F"	LRM DENSITY/INTENSITY ANALYSIS OF MINTO WEST PLAN, DATED JUNE 18, 2014
EXHIBIT "G"	G-1: McMAHON- MINTO WEST/CALLERY JUDGE TRAFFIC ANALYSIS, DATED JUNE 2014 G-2: McMAHON-MINTO WEST/CALLERY JUDGE TRAFFIC ANALYSIS, TECHNICAL APPENDICES, DATED JUNE 2014
EXHIBIT "H"	H-1: RELIEVER ROAD INTERLOCAL AGREEMENT, DATED 02-24-09 H-2: RELIEVER ROAD ITID PERMIT, DATED 04-27-09
EXHIBIT "I"	I-1: INTERLOCAL AGREEMENT, TRANSFER OF "MAJOR LOOP ROADS", DATED 01-28-92 I-2: INTERLOCAL AGREEMENT, TRANSFER OF OTHER ROADS, DATED 08-15-95
EXHIBIT "J"	1966 MUTUAL ROW AGREEMENT
EXHIBIT "K"	CONCEPTUAL NEIGHBORHOOD TRAFFIC PROTECTIVE PLAN (NO LOCAL ACCESS), PREPARED BY GENTILE, GLAS ET AL, DATED JUNE 20, 2014
EXHIBIT "L"	ITID DRAINAGE SYSTEM MAP, PREPARED BY STORMWATERJ ENGINEERING
EXHIBIT "M"	RESOLUTION OF THE BOARD OF SUPERVISORS OF INDIAN TRAIL IMPROVEMENT DISTRICT IN OPPOSITION TO THE CURRENT MINTO WEST PROJECT; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES, ADOPTED JULY 9, 2014

EXHIBIT "A"
IMPACT OF MINTO WEST ON THE "WORKS OF THE DISTRICT"
AND ON THE ACREAGE COMMUNITY[1]

SUMMARY

1. CALLERY-JUDGE GROVES (NOW MINTO WEST) IS THE "HOLE IN THE [ACREAGE] DONUT". IN ADOPTING THE "AGRICULTURAL ENCLAVE" LAW, THE FLORIDA LEGISLATURE FORCED THE COUNTY AND THE COMMUNITY TO ACCEPT A DEVELOPMENT PROCESS INCONSISTENT WITH THE COUNTY'S HISTORIC APPROACH AND WHICH PLACES EXCESSIVE DEVELOPMENT IN THE WRONG LOCATION WITHOUT PROVIDING FOR NECESSARY SUPPORTING INFRASTRUCTURE

As previously stated, the ITID Board of Supervisor acknowledges the land uses, densities and intensities of the 2008 "Callery-Judge Plan". However, it is also noted that the Agricultural Enclave Act[2] (the "Act") gave the County little choice but to accept Callery-Judge's application for a Comprehensive Plan amendment. The County was not required to approve any particular "plan" for the Callery-Judge Property. The mix of uses and levels of density/intensity approved in 2008 were (and remain) largely arbitrary and inconsistent with the overall development framework of the Comprehensive Plan -- a set of Goals, Objectives and Policies and related procedures that have been applied consistently to every other part of Palm Beach County for decades. The Act also shifted the burden of proof from the developer to the County regarding whether or not the "Agricultural Enclave" constituted impermissible "urban sprawl".[3] The Act did not prohibit the County from making such a finding, but required it to justify any such conclusion on "clear and convincing evidence." The County Attorney also concluded that the Act exempted Callery-Judge's Comprehensive Plan amendment application from certain threshold traffic concurrency rules that would formerly have prevented it from being considered without an extensive traffic impact analysis.

In the "negotiation" that ensued over the Callery-Judge Plan's "consistency" with the requirements of the Act, the County did not insist on submittal of the data and analysis it would normally have required from any applicant, accepting instead a promise that the project's impacts would be addressed "in the future" as applications were filed for zoning approvals. That promise, perhaps marginally persuasive in 2008, was subsequently made largely irrelevant when the Florida Legislature in a subsequent unforeseen stroke in 2011 and 2012 rewrote the Florida Growth Management Law[4], of which the Act is a part. These statutory changes virtually eliminated the state's role in or oversight of local comprehensive planning and zoning decisions.

The Legislature also eliminated certain key substantive protections of Florida law on which the County and the community might have relied to require Callery-Judge (and its successor, Minto) to honor its promises. The Department of Community Affairs was abolished and its role in overseeing local growth management polices largely extinguished. The remnants of State "oversight" were transferred to a new "Department of Economic Opportunity," an agency with a fundamentally different mission. The grounds for and standing to appeal local Comprehensive Plan amendments and development orders were limited and the application of the public facility "concurrency" rules severely restricted. Prior to 2012, Callery-Judge would have been required to address the full cost of providing the public facilities needed to serve

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[1] **Note**: The comments in this Summary were prepared before submittal of a revised Conceptual Plan for Minto West, of which we were not made aware until late on June 28. A limited attempt has been made to recognize the Project's revised density/intensity, but the District's review was based on Minto's original plan. .The District has had insufficient time to review the revised submittal. **In general, however, based on what has been revealed, our consensus is that that Minto's revised plan does not substantially affect our conclusions.**

[2] Ch. 2006-255, Laws of Florida. The relevant portion of the Act currently reads as follows (s. 163.3162(4), F.S.; emphasis added) :

> "...Such [Ag Enclave Comp Plan] amendment is presumed not to be urban sprawl as defined in s. 163.3164 **if it includes land uses and intensities of use that are consistent with the uses and intensities of use of the industrial, commercial, or residential areas that surround the parcel. This presumption may be rebutted by clear and convincing evidence."**

[3] "Urban sprawl" is defined in s. 163.3164, F.S., as follows: (51) "Urban sprawl" means a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

[4] See Ch. 163, Part II, Florida Statutes, as amended by Chs. 2011-139 and 2012-99, Laws of Florida.

their project; after 2012, they only had to address their "proportionate share" of those costs. Minto now operates under a very different set of rules from Callery-Judge.

Nevertheless, while Palm Beach County apparently feels it cannot deny a new application from Minto modifying the Callery-Judge Plan, the Act still does not require any particular mix of land uses or level of density/intensity on a property that qualifies. The County and the landowner are only required "to *negotiate in good faith* to reach consensus on the land uses and intensities of use that are *consistent with* the uses and intensities of use of the industrial, commercial or residential areas *that surround the parcel* (emphasis added)". In any matter of "negotiation" over land use, the County – a sovereign local government with "Home Rule" and "Police" Powers -- retains significant leverage, especially where a developer needs a Comprehensive Plan amendment.

The County has significant ability to hold Minto accountable to the commitments made by its predecessor; for instance, by better defining the terms "consistency" and "surrounding area" used in the Act and the methodologies it intends to use to justify its new development plan. At a minimum and as a demonstration of its "good faith", why cannot Minto be required, to submit basic information – especially on traffic impacts -- that allows the County and the community to fairly compare and judge the relative costs and benefits of exceeding the mix of uses and levels of density/insanity approved in 2008?

County staff has stated that the densities and intensities assigned to the 2008 Callery-Judge Plan were artificially derived, if not entirely arbitrary.[5] Some impressive looking charts, graphs and tables were generated in 2008 purporting to demonstrate "consistency" with development within a 5-mile radius of the property. But this exercise was apparently only "window-dressing". The definition of "surrounding area" to be a "5-Mile Radius" was never actually applied to the Callery-Judge Plan's final development order.

Now comes Minto -- with a replacement plan that treats Callery-Judge's density/intensity as a "floor", rather than a "ceiling", for future development plans. It requests substantial changes in the land use mix and increases in density/intensity without providing necessary infrastructure, citing only its limited obligation under the "proportionate share" provisions of the Community Planning Act (Chapter 163, Part II, Florida Statutes). The Callery-Judge Plan may now be legally unassailable, but its basic artificiality remains. A development approval schedule has been "negotiated" for Minto West, but no agreement was reached to date defining its land use vocabulary or identifying the methodologies to be used to demonstrate "consistency" with development in the "surrounding area", as required by the Agricultural Enclave Act.

However, because the County's development review process is inherently an on-going or "rolling" "negotiation" process, it is not too late for the County to correct this apparent deficiency. Until agreement is reached on the land use vocabulary and planning methodologies, the County should not magnify or compound Callery-Judge's inherent defects by approving the land use mix or the massive increases in development intensity Minto proposes. The Minto West project is de facto "urban sprawl" and can be proved to be so by "clear and convincing evidence" with a little extra work on the County's part. The Act does not prevent Palm Beach County from applying its Comprehensive Plan to discourage undesirable development patterns. In the absence of adequate justification for any increases in density/intensity, Callery-Judge should be treated as the "ceiling", not the "floor" for the property's development. The "Acreage Donut Hole" should not be filled with indigestible land uses and unpalatable levels of density and intensity.

2. A SENSIBLE "REGIONAL" APPROACH TO MANAGING THE IMPACTS OF DEVELOPMENT IN THE WESTERN COMMUNITIES IS DEMANDED.

Although ITID is not responsible for "planning" the Acreage, its facilities will be most directly impacted by the development projects the County approves for the remaining undeveloped lands surrounding it. The impacts of Minto West cannot and should not be considered in isolation. Several other large parcels in the vicinity of the Acreage were recently approved (e.g., Highland Dunes), have development applications pending (Avenir), or are in advanced planning

[5] The fact that the gross density of the Callery-Judge Plan (0.8 du/acre) is essentially equivalent to that of the Acreage (0.8 du/acre) is purely coincidental. The Callery-Judge Plan's levels of density and intensity were chosen by the former landowner to assure that any future development of the site fell below the "DRI Aggregation Rule Threshold", then in place. These rules no longer apply to Minto.

stage (G. L. Homes) (see attached **Exhibit "B"**). If approved, these projects will in aggregate add an estimated 15,200 acres of residential/mixed use development. In addition, It has also been reported that an "economic development center" with several million square feet of industrial and "job generating" land uses is being planned, in direct competition with such land uses in Minto West and Avenir. Most of this new development is located west of the Acreage. Largely because of the lack of adequate North-South thoroughfares in the area, their traffic impacts will, unless obstructed or redirected, flow east through the Acreage and its neighboring communities.

At ITID's Board of Supervisors Meeting in June 2014, representatives from the Avenir Project in the City of Palm Beach Gardens promoted their plan, arguing that Avenir's mix of commercial and non-residential uses, drainage systems and roadways would "complement", "satisfy the needs" and "enhance quality of life" in the Acreage. Not surprisingly, Minto makes exactly the same arguments for Minto West. But neither Minto nor Avenir accounts for the other in its plans, and neither is considering the cumulative impacts of the other large, developable tracts in the area. While developers may be expected to seek a fair return on their investment and County goals include maximizing economic and fiscal enhancement through growth, these goals must not be pursued if they endanger the quality of life in impacted, "frontline" communities, like the Acreage, Royal Palm Beach, Loxahatchee and Wellington.

One must also be concerned with approval of excessive and badly placed commercial "attractors". Demand for commercial uses is driven by the number of approved residential units – if more units are allowed, more commercial can be justified. ITID's planning consultant calculated that Minto West and Avenir each independently propose to develop enough commercial to serve the needs of the entire Western Community including the Acreage, not just their own needs. Is it reasonable to expect that the other large landowners in the area will accept being shut out of commercial development because so much was allotted to Minto West?

A sensible outcome is unachievable if land use planning in the Western Communities continues to be "piecemeal". Instead of an equitable allocation of the costs and benefits of development, Palm Beach County and the Western Communities are now faced with a competitive "race to the wire", the winner of which will be able to hoard the available capacity of public facilities and services to the detriment of their competitors and the community as a whole. The negative effects are compounded by legislative interference, If developers are required only to pay their "proportionate share" of impacts on County or state infrastructure; the unmet costs of their growth are now the responsibility of County taxpayers. Under this approach, as first in the door, Minto gets a "windfall"; everyone else – including the affected local governments, the taxpayers and frontline communities – gets a "wipeout".

A sensible approach to land use planning should consider the cumulative impacts of residential development on transportation, stormwater management, environmental and other systems and facilities. ITID will not sacrifice the interests of its residents or endanger its Works, but the Board of Supervisors has expressed its willingness to join in a cooperative effort with Palm Beach County and neighboring communities to address the regional impacts of development. To that end, ITID's Board of Supervisors adopted and presented to its neighboring communities encouraging their participation (attached as **Exhibit "C"**). The Board of Supervisors urges the Palm Beach County Commission to join and take the lead in this effort.

3. MINTO HAS NOT ADDRESSED HOW ITS PLAN SATISFIES THOSE GOALS, OBJECTIVES AND POLICIES OF THE PALM BEACH COMPREHENSIVE PLAN THAT ACKNOWLEDGE THE IMPORTANCE OF PROTECTING "UNIQUE AND DIVERSE COMMUNITIES," ASSURING "LAND USE COMPATIBILITY" AND RESPECTING THE "INTEGRITY OF NEIGHBORHOODS".

The District has concerns regarding the failure or inadequacy of Minto's application to address the Goals, Objective and Policies of the Comprehensive Plan to its project. Minto's development plan may be able to address these concerns within its boundaries, but it ignores Minto West's external impacts on and compatibility with the character of "surrounding" communities. This is a particular concern for ITID because, as the project's immediate neighbor, the level of density/intensity development approved by the County will directly impact the Works of the District, especially its roads. While addition of an Agricultural Enclave Plan Category may have been, as a practical matter, legislatively commanded, the Act does not require the County to ignore its existing Comprehensive Plan framework. The Callery-Judge Agricultural Enclave is an anomaly clearly inconsistent with the framework of the Comprehensive Plan, especially the Tiered Growth Management System.

The Comprehensive Plan repeatedly states its intent to address the compatibility between new and existing development, particularly settled communities. From this perspective, Minto and the County should specifically address with the following "Directions" of the Land Use Element of the Comprehensive Plan that raise compatibility issues (emphasis added):

> ***"C. County Directions***
>
> *The Future Land Use Element was created and has been updated based on input from the public and other agencies through citizen advisory committees, public meetings, interdepartmental reviews, and the Board of County Commissioners. All contributed to the generation of the long-term planning directions, which provide the basis for the Goals, Objectives and Policies of the Future Land Use Element.* ***These directions reflect the kind of community the residents of Palm Beach County desire.***
>
> 1. ***Livable Communities***. *Promote the enhancement, creation, and maintenance of livable communities throughout Palm Beach County, recognizing the unique and diverse characteristics of each community. Important elements for a livable community include a balance of land uses and organized open space, preservation of natural features, incorporation of distinct community design elements unique to a given region, personal security, provision of services at levels appropriate to the character of the community, and opportunities for education, employment, active and passive recreation, and cultural enrichment.*
>
> **********
>
> 4. ***Land Use Compatibility***. *Ensure that the densities and intensities of land uses are not in conflict with those of surrounding areas, whether incorporated or unincorporated.*
>
> 5. ***Neighborhood Integrity***. *Respect the integrity of neighborhoods, including their geographic boundaries and social fabric.*
>
> **********
>
> 14. ***A Strong Sense of Community***. *Encourage neighborhood spirit, local pride in the County and a commitment to working constructively on community problems.*
>
> **********
>
> 15. ***Externalities***. *Recognize major negative externalities and attempt when economically feasible to place economic negative externalities away from neighborhoods.* "

The Land Use Element implements these strategic "directions" through the framework of the Managed Growth Tier System, the primary Goal of which is to "*recognize the diverse communities* within the County, to implement strategies to create and *protect quality livable communities respecting the lifestyle choices for current residents*, future generations, and visitors, and to promote the enhancement of areas in need of assistance." The primary Objective of the Managed Growth Tier System is "*to protect viable existing neighborhoods and communities* and to direct the location and timing of future development within 5 geographically specific Tiers to ... [among other goals] *[e]nhance existing communities* to improve or maintain livability, character, mobility, and identity."

The Managed Growth Tier System establishes land uses and forms of development consistent with each Tier. Plan Objective 1.1.1 references maintaining a variety of housing and lifestyle choices, including "rural living" and enhancing existing communities. Callery-Judge Grove was placed in the Rural Tier. That designation was not changed when the "Agricultural Enclave" designation was applied to the property (see attached **Exhibit "D"**). The land uses proposed for Minto West appear to be incompatible with those permitted in the Rural Tier, especially the New Urbanist Traditional Development form required by the Agricultural Enclave Act. In order to have a Traditional Development, the Comprehensive Plan would require the property to be re-designated to an appropriate Tier following the specific criteria and requirements under which a Tier may be re-designated. These do not appear to have been followed or addressed. It is

our understanding that Minto has argued that the "Tier Re-Designation" procedures and criteria of the Comprehensive Plan are inapplicable to Minto West because the Agricultural Enclave Act "trumps" Comprehensive Plan Policies. But while the Act may exempt an Enclave from being denied a land use redesignation solely because it may be considered "urban sprawl", it does not expressly exempt an eligible property from being reviewed within the context of the Comprehensive Plan as a whole or under any other of its individual provisions, including, but not limited to, the Comprehensive Plan's consistency and compatibility requirements. The issue is one of providing "clear and convincing evidence" to support the County's decision, not one of Legislative preemption or mandate.

4. ACCEPTED PLANNING PRINCIPLES AND COMMON SENSE DEMAND THAT A DEVELOPMENT PROJECT MINIMIZE ITS NEGATIVE IMPACTS ON ITS NEIGHBORS.

Good planning requires large developments like Minto West to limit ingress and egress to arterial, or at least collector, roads. Based on this principle, which the County has applied to other developments, Minto West's traffic should be internalized to the greatest extent possible. Access should be limited to Seminole Pratt Whitney Road and none of the three roadways along its eastern boundary -- t 60th Street North, Persimmon Boulevard or Orange Grove Boulevard. As shown on the County's Comprehensive Plan Map TE 3.1 and on the 2010 Federal Functional Classification and Urban Area Boundaries Map, these roadways are classified as "local" roadways (attached as **Exhibit "E"**). They were not designed or constructed to function as arterial or collector roadways, nor do they meet County design standards.

The County has established precedents by limiting through traffic into communities, including numerous changes in the Thoroughfare Plan (e.g. Steeplechase). It has also permitted traffic flow restrictions on Thoroughfare Plan roads in sensitive residential areas (e.g., manned gates on Jog Road/Ryder Cup Boulevard within PGA National and automatic gates on 17th Street North/Keller Road between the City of Lake Worth and the Town of Lake Clarke Shores).

We specifically request the County require Minto to internalize its traffic & eliminate roadway access on its east boundary. The implications of this request are addressed more fully in ITID's Traffic Study (see Comment 6, below).

5. MINTO'S JUSTIFICATIONS FOR INCREASED DEVELOPMENT DENSITY AND INTENSITY ABOVE THE LEVEL GRANTED TO CALLERY-JUDGE IN 2008 ARE UNPERSUASIVE.

While ITID does not normally engage in urban planning, the impacts of Minto West's proposal to dramatically increase development intensity above that approved in the 2008 Callery-Judge Plan severely challenge the capacities of the District's Works. As previously stated, the mix of land uses and the levels of density and intensity in the Callery-Judge Plan were entirely arbitrary. No "baseline" data exist that can be used objectively to assess or compare the proposed Minto West Plan with the approved Callery-Judge Plan. Because Minto, we are told, has declined to honor its predecessor's commitment to provide baseline data, ITID's Board of Supervisors commissioned its staff and consultants to independently evaluate two related "planning" aspects of Minto West: maximum density/intensity and project traffic. These aspects of Minto's plan directly affect traffic generation which in turn impacts the Works of the District, especially District roads.

With regard to maximum density/intensity, the District's planning consultant, Land Research Management, Inc. ("LRM"), examined the methodologies used by Minto to explain and justify their proposed density and intensity levels. A copy of LRM's Memorandum summarizing its findings and recommendations is attached as **Exhibit "E".** Without repeating the technical arguments, LRM conclusions are summarized as follows:

- **The "5-Mile Radius" Standard**: The Agricultural Enclave Act requires the developer and the County to "negotiate in good faith to reach consensus on the land uses and intensities of use that are consistent with the uses and intensities of use of the industrial, commercial, or residential areas that surround the parcel" (emphasis added).[6] The statute does not define the terms "consistency" or "surrounding area". In 2008, the County apparently did not question Callery-Judge's definition of "surrounding" to mean "within 5-mile radius" of the property.

[6] See sec. 163.3162(4)(a), F.S.

The "5-Mile Radius" standard seems to have been lifted from then-current State regulations defining the surrounding land area used to evaluate the impacts of a Development of Regional Impact (DRI). However, as we have stated above, applied to Minto West the "5-Mile Radius" standard is arbitrary. It was in fact irrelevant to the development order for Callery-Judge, which instead deliberately chose a mix of land uses and levels of density/intensity designed to fall below the DRI thresholds. After 2008, the Florida Legislature revised the DRI law[7] in such a way that prevented Palm Beach County from applying any such rules to Callery-Judge. So, after the repeal of the DRI rules, the County has no logical justification to use the "5-Mile Radius" Standard to define Minto West's "surrounding area".

From Minto's perspective, what the "5-Mile Radius" Standard does achieve is to allow the developer to "tap into" the urban land uses and densities and intensities of communities at the farthest perimeter of the "Radius" – a portion of the Village of Wellington and the majority of the Village of Royal Palm Beach. These communities bear no resemblance to and are patently "inconsistent" with the low-density, rural development patterns of the community that actually "surrounds" the property – the Acreage and Loxahatchee Groves. Minto West is not the "hole" in a "donut" created by the Village of Royal Palm Beach or by the Village of Wellington. Development patterns in those municipalities should not be given excess weight in establishing a mix of uses or densities/intensities "compatible" with Minto West's "surrounding area".

To achieve a result more nearly consistent with the Act and the intent of the County Comprehensive Plan, rather than a "5-Mile Radius" Standard, the County should negotiate a definition of "surrounding area" that minimizes to the greatest extent possible the "blockbusting" effect of the Agricultural Enclave Act. Any of the following terms could be applied by the County in approving an appropriate mix of land uses and levels of density/intensity: "abutting" or its synonyms, such as "adjoining" or "adjacent". Using such terms will add an element of "common sense" to the process. It will also have the effect of limiting harmful consequences resulting from applying a standard based on a series of concentric circles radiating from Minto West's property lines stretched out to an arbitrary and illogical extreme of five miles. With more accurately descriptive terms, the "area" considered "consistent" with the Minto West Property would, as a practical matter, still encompass a several mile radius, satisfy the intent and express language of the Agricultural Enclave Act, and not result in such an egregious deviation from the overall scheme of the County Comprehensive Plan.

- **Calculating Residential Density**: Although Minto does not expressly state the methodology used to calculate its requested residential density within the "5-Mile Radius", LRM concluded that the applicant resurrected a methodology similar to that attempted (and abandoned) by Callery-Judge. LRM further concluded by examining the Minto data that a "net", rather than a "gross", density formula. Minto counted only the acreage of existing and approved residential development I a 5-Mile Radius, excluding from its count the acreage of all other land uses (e.g., non-residential uses, open space, etc.). This approach results in a net (not gross) average density in the "5-mile Radius" of ±2.4 units per acre. Further, because the measurement extends into dense residential developments in the Villages of Wellington and Royal Palm Beach, Minto's methodology assigns disproportionate weight to development in these municipalities, those that are physically farthest from, and most unlike, the predominant development patterns of Minto West's actual "abutting" neighbors -- the Acreage and Loxahatchee Groves.

  An alternative, and in LRM's opinion, more conventional approach would have been to calculate density based on the number of units per gross acre within the 5-Mile Radius, resulting in an average net density of 0.984 units per acre, as opposed to the–2.4 units per acre figure calculated by Minto.[8] Further, if the applicant were being methodologically consistent, the average net density (0.984 du acre) would have been applied to the project's net residential acres. Since the Minto West Plan does not identify its net residential acreage, no final calculation of appropriate density can be made.

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[7] Ch. 380.06, F.S.

[8] Minto West is currently requesting an average gross density of ±1.2 units per gross acre (4549 du/3791 gross acres = ±1.2 du/acre). Minto appears to use a "net acre" standard to calculate maximum density, but uses a "gross acre" standard to within its own property.

While we do not accept the "5-mile Radius" as an appropriate definition of the "surrounding area", if average density had been calculated using the more "conventional" approach outlined by LRM, Minto West's density would not exceed 0.984 units per net residential acre -- a figure approaching and certainly more "consistent" with the average density in the Acreage. Finally, if the gross density in the "abutting" Acreage of 0.8 units per acre were used, Minto West would be not be entitled to more than 3032 units (0.8 x 3791 acres), slightly more than its current "entitlement".

- **Calculating Non-Residential Intensity**: The relationship between Minto's justification statement and the land uses proposed in the Application for Development Approval is difficult to evaluate because of similar inconsistencies in methodology and failure to define the vocabulary used. For example, Minto used a significantly larger project buildout population estimate (19,058) in its non-residential analysis to justify the amount of supportable non-residential space than was identified in its Application for Development Approval (14,535). The result is inflated "demand" for nonresidential uses. Further, supportable demand for non-residential space in the Minto analysis is based on the buildout population of its residential component. If an appropriate residential density is not established at the outset, the Minto methodology cannot be used to project demand for the non-residential component.

- Under the Agricultural Enclave Act, the formula to calculate intensity is to be "negotiated in good faith" between the developer and the County. LRM recommends that the parties "negotiate" and apply criteria that more precisely reflect and distinguish among "neighborhood", "community" and "regional" needs for each category of desired non-residential land use. For example, LRM recommends that Palm Beach County's "Western Northlake Corridor Land Use Study", which projected demand for commercial space using a formula of 27 square feet per capita be used. The Minto non-residential analysis does not distinguish among the various categories of "commercial" uses (e.g., neighborhood, community or regional). It also uses an excessive formula for all "Commercial/Retail Uses" of more than 46 square feet per capita. Finally, LRM recommends that the County insist on a standard terminology for naming and defining the nature of each non-residential land use category so that meaningful comparisons with the non-residential analysis can be made. Minto cannot justly its request for 1.4 million square feet of nonresidential development using any conventional methodology.[9]

6. BASED ON ITID'S TRAFFIC STUDY, THE COUNTY WILL REALIZE NO SUBSTANTIAL "BENEFITS" FROM MINTO WEST'S IMPROVEMENTS COMPARED TO THOSE REQUIRED BY THE 2008 CALLERY-JUDGE PLAN. FROM THE DISTRICT'S PERSPECTIVE, ANY "BENEFIT" THE COUNTY MAY RECEIVE IS OFFSET BY THE COSTS IMPOSED ON THE DISTRICT AND ACREAGE COMMUNITY.

In ITID's discussions with County staff regarding Minto West, both sides were confronted with the problem of evaluating and justifying increasing density and intensity on the Minto West property above the level granted to Callery-Judge in 2008. "Benefit" is one of those evasive terms the meaning of which varies, depending on context or the interests of the parties involved. From the County's perspective, the issue was framed as one of weighing the "benefits" to be achieved above the 2008 "floor" against project's detriments or costs.

Looking at "benefit" only in terms of roadway and traffic flow improvements, the County's concept of "benefit" is different from and broader than ITID's -- for example, development generates ad valorem property taxes, impact fees, "Gas Tax" revenue and "proportionate share" contributions to road improvements. The County can apply these and other revenues to improve its roads, but the District gets no share and receives no "benefit". State law provides for and the County has structured its Traffic Performance Standards Ordinance, Impact Fee Ordinance, and Comprehensive Plan concurrency requirements to address the impacts of development on County or State facilities. It directs these resources to meet County needs; they are not shared with ITID. The County may also consider less tangible costs and benefits from development, such as the likelihood that increased traffic will result in a burden on public safety.

[9] Minto's revised plan calls for 2.1 million square feet of non-residential uses, a figure that is even less justifiable. Although it is unclear how this amount was arrived at, the proposed simultaneous deletion of nearly 2000 dwelling units leads one to conclude that the traffic intensities assigned to those units have merely been "reprogrammed" and reassigned to "non-residential" uses.

From ITID's perspective, however, use of District roads by non-resident, pass-through travelers – whether from Minto West, G. L. Homes or any other outside developments that have no obligation to pay for the privilege – will merely hasten the deterioration of its roads, imposing increased financial and public health, safety and welfare burdens on Acreage landowners. As such, Minto West traffic imposes only costs on the District and confers no benefits. **ITID therefore urges Palm Beach County to adopt a development plan requiring Minto West (and other developers) to keep as much of its traffic internal to its site and limit the flow of such traffic onto the District's road system.**

The Minto West Property currently has approved levels of density and intensity which are sufficient to defeat any claim that the landowners are being denied their "right" to develop. Minto is asking the County to dramatically increase those existing levels, something to which they are not entitled. It would seem elementary to assume that, in evaluating Minto's request, the County should compare the impacts of the proposed with the approved project. Because no traffic analysis was required at the time the Callery-Judge Plan was approved, such a comparison is impossible. Because of the tremendous impact Minto West (and other development) traffic will have on ITID's roads, the District's Board of Supervisors decided to remedy this situation by authorizing preparation of an objective traffic analysis using accepted traffic engineering standards based on the 2008 Callery-Judge Plan. This study is intended to provide the County and the District with objective, baseline date that can be used to assess and verify Minto's claims that their requested increase in project density/intensity would result in a net "benefit" to the County, the District and the Acreage community.[10] A copy of the final traffic analysis, prepared by the traffic engineering firm of McMahon & Associates is attached hereto as **Exhibit "G"** (the "ITID Traffic Study").

The ITID Traffic Study examined two traffic scenarios. These scenarios examine Minto's assumption that it can access District Roads on its east boundary at 140th Street North. In one scenario tested ("All Access"), for the sake of argument only, Minto traffic is permitted to use District roads; in the second, "Restricted Access" scenario, Minto's traffic is denied use of District roads along its eastern boundary at 140th Street North. In both scenarios, traffic was calculated using the levels of density/intensity approved for the Callery-Judge Plan. Setting aside (for the sake of argument only) the legal issues raised by Minto's claim of "right of access"[11], both scenarios can be compared to the Minto's current application, which assumes increased density/intensity.[12]

The ITID Traffic Study is quite detailed and cannot be easily summarized. However, its basic conclusions are as follows:

- Comparing the Callery-Judge Plan[13] with "Minto West's Original Proposal"[14] under the "All Access" Scenario[15]:
    - Minto West causes 2 more intersections to fail than Callery-Judge (6 versus 8).
    - Minto West requires additional lane increases on segments of Beeline Highway, Seminole Pratt Whitney & Okeechobee
    - Minto West has no impact on the number of County roadway segments (9) where lanes must be expanded.

- Comparing the Callery-Judge Plan with Minto West under the "Restricted Access" Scenario[16]:

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[10] ITID also intends to use this analysis to develop its own internal strategy to deal with the expected impacts of the County's actions on District roads.

[11] Minto has argued its right is based on a 1966 "Mutual Right-of-Way Agreement" among the large landowners at the time the grove property was carved out of a much larger parcel. See discussion in Section 8, below, and **Exhibit "J".**

[12] The ITID Traffic Study does not reflect recently announced changes in the Minto West Plan. However, based on a cursory review of what has been revealed by Minto, ITID's consultant team does not believe that its recommendations should be changed in any substantial way.

[13] The "Callery Judge Plan" consists of 2996 units & 235,000 sf of non-residential uses.

[14] Minto West "Original Proposal" consists of 6500 units & 1.4-million square feet of non-residential uses (+ hotel, college, etc.)

[15] Under the "All-Access Scenario", Minto traffic would use 60th Street North, Persimmon Blvd & Orange Grove Blvd.

[16] Under the "Restricted Access Scenario", Minto traffic would be prohibited from using 60th Street North, Persimmon Blvd & Orange Grove Blvd.

- Limiting access on Minto West's east boundary restricts traffic ingress/egress to Seminole Pratt Whitney Road. This scenario is proposed in order to minimize the negative traffic impacts of Minto West on the Works of the District and on the quality of life in the Acreage neighborhoods east of Minto West.
- If Minto West is restricted to the level of density/intensity permitted by the Callery-Judge Plan, the number of improvements to County roads would not be significantly greater than under the "All Access" scenario, the plan favored by Minto West. For that reason, all other factors being equal, there is no reason for the County to favor Minto West's request for ingress/egress on its east boundary.

- Looking at the costs and benefits of alternatives for Minto West's traffic on District roads:

  - Under the "All Access" Scenario, Minto West traffic affects ±30.5 miles (61 lane miles).[17] Under the "Restricted Access" Scenario, Minto West traffic affects ±20.5 (41 lane miles). The "Restricted Access" Scenario is therefore approximately 1/3 less burdensome on ITID's roads, resulting in a significant savings and "benefit" to the District and its residents.
  - Cleary, ITID prefers the planning approach that provides the least burden on and greatest "benefit" to its Works – the "Restricted Access" Scenario. The District strongly urges Palm Beach County to require Minto West to amend its site plan to conform to the "Restricted Access" Scenario – no exit on its east boundary.

7. REGARDLESS OF THE LEVEL OF DENSITY/INTENSITY ULTIMATELY APPROVED BY PALM BEACH COUNTY FOR MINTO WEST, ITID MUST ADDRESS THE IMPACTS OF THE PROJECT ON THE "WORKS OF THE DISTRICT".

A. IMPACT OF MINTO WEST ON DISTRICT ROADS.

Traffic from Minto West and other projects will have the greatest direct impact on the Works of the District. As previously stated, ITID's roads were built and are maintained with the non-ad valorem assessments on the property owners within the activated Units of Development. Following are some basic principles the District will consider in developing its response to the challenges of Minto West and other development projects in the Western Communities.

- **DISTRICT ROADS ARE NOT COUNTY ROADS.**

  - The fact that certain District roads are shown on the County Thoroughfare Plan may be useful for the County's long-term traffic planning, but the adoption by the County Commission of a Thoroughfare Plan by itself confers no ownership interest in or access rights. Palm Beach County has repeatedly recognized ITID right to control its roads, most recently in the Interlocal Agreement & District Permits issued for the "Reliever Road" (future SR7) connections at Orange Grove and Persimmon Boulevards (see attached **Exhibit "H"**).
  - Certain District Roads that function as regional collectors and arterials have been transferred to the County (e.g., links of Royal Palm Beach, Coconut, Northlake, and Orange Boulevards). This was accomplished by two Interlocal Agreements that recognized the District's ownership rights (see attached **Exhibit "I"**).
  - As discussed, the Minto West Conceptual Plan and its related Traffic Study assume traffic ingress/egress through its east boundary to three District Roads: 60th Street North, Persimmon Boulevard and a convoluted right-of-way labeled "Orange Grove Boulevard". Only 60th Street North and Persimmon are currently identified as Thoroughfare Plan Roads from SR 7 to Seminole-Pratt Whitney Road. Only one short link of Orange Grove Boulevard, from SR 7 to Royal Palm Beach Boulevard, is a Thoroughfare Plan Road. The ITID Permit approving County road access from SR 7 on Persimmon and Orange Grove to Royal Palm Beach Boulevard expressly recognizes ITID's right to control its roads.[18]

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[17] The affected roads under the Minto West/All Access Scenario are: Citrus Grove, Temple, and Key Lime between SPW Rd and Coconut; Hall and 140th between Orange and North Lake; and 60th, Persimmon, and Orange Grove between 140th and SR 7.

[18] Minto seems to have abandoned direct access to the so-called "Orange Grove Boulevard" in its revised concept plan.

- **At a minimum, the County should not: (1) permit Minto West traffic to physically access "Orange Grove Boulevard" or any other District Road; (2) adopt a Project Concept or other Plan showing access to District Roads; or (3) allow Minto to include District Roads in its Traffic Study.**

- **MINTO HAS NO "RIGHT" TO ACCESS THE WORKS OF THE DISTRICT, INCLUDING ITS ROADS.**

  - Minto has assumed that it has an unqualified right to access District roads based on its status as successors-in-interest to one of the signatories to a 1966 Mutual Right-of-Way Agreement (see attached Exhibit "J"). By its express terms, this Agreement confers no such right. Despite a request by the County Attorney, Minto has presented no other evidence demonstrating access rights to District roads.

    - With some minor exceptions, ITID's roads are described as "road easements", originally conveyed by Royal Palm Beach Colony to ITID's predecessor, Indian Trail Water Control District ("ITWCD"). The roads in these easements were constructed by ITWCD/ITID using funds from special benefit assessment bonds, repayment of which is the sole responsibility of the land owners within the District. ITID roads are maintained by annual non-ad valorem assessments on landowners within the District.
    - With some minor exceptions, ITID's roads were not dedicated to the public by plat or any other means, as is common with County roads. The landowners retain title to the underlying fee interest and may have certain rights in addition to those of ITID regarding the use of the easements.
    - The fact that ITID may not have taken aggressive steps in the past to restrict access to its easement roads does not limit ITID's power to take appropriate actions in the future.

- **MINTO HAS NOT REQUESTED PERMISSION TO ACCESS THE WORKS OF THE DISTRICT.**

  - If the County approves Minto's plan for egress to the east, ITID has the discretion to permit or deny access to the Works of the District as provided in Ch. 298, F.S. The terms under which a connection permit would be issued, if at all, are matters of discretion by ITID's Board of Supervisors. Although the nature of such conditions has not been explored, if and when such request is made and a Connection Permit is granted, for the sake of argument only, Minto and other outside landowners should expect to address the present and desired condition of District roads and their perpetual maintenance. At a minimum, any hypothetical agreement between the District and the developer would provide for a "fair share" financial contribution. The exact nature and expanse of "fair share" contributions has not been explored, but would undoubtedly include such factors as compensating the District for its prior capital investment in creating roads, upgrading the affected roads to meet County and public safety standards, maintaining the upgraded roads in perpetuity, and providing traffic calming and other improvements to deter and discourage undesirable use of District roads that do not or should not function as major thoroughfares.
  - ITID expects Palm Beach County to impose appropriate conditions on development orders and to enter into interlocal agreements to assist and support the District in generating resources to upgrade and maintain its roads to support the level of development approved by the County in the Western Communities. ITID expects the County to keep the District informed as its staff drafts proposed Development Order conditions of approval affecting the Works of the District.
  - As a matter of sensible traffic and land use planning for the reasons stated herein, however, **ITID urges the County Commission to require Minto to terminate traffic access to the east entirely within the Minto West's project boundaries.**

- **DISTRICT ROADS WERE NOT DESIGNED OR BUILT TO COUNTY STANDARDS.**

  - Allowing Minto (and other developer) traffic on District roads raises serious public safety concerns.
  - ITID roads are built to the requirements of a low-intensity, rural community, not Palm Beach County standards. If ITID roads are to be used to accommodate regional traffic, they must be modified to meet County standards. This includes lane widths, shoulders, drainage, pavement structural number, and any other design feature that may be required. The extent and cost of such upgrade improvements have not been calculated.

- Palm Beach County cannot reasonably expect District landowners to bear the costs arising from use of District roads by outside developments approved by the County that do not meet County design standards. Nor can the County assume that ITID will grant Minto or any other developer permits to connect to the Works of the District.
- Allowing Minto West (and other) traffic to access ITID's local roads creates safety concerns arising from a conflict of incompatible uses. Additional traffic from outside the Acreage will impact existing pedestrian, bicycle, and equestrian uses along these corridors. These issues must be addressed in the development review process. Based on several recent traffic accidents, the District is already struggling to deal with the existing level of traffic. These problems will be aggravated by the additional regional traffic the County is considering adding to the Acreage's grid.

- **ITID IS TAKING PRUDENT STEPS TO MINIMIZE THE TRAFFIC IMPACTS OF MINTO WEST AND OTHER DEVELOPMENT ON ITS ROADS**

  - **ITID TRAFFIC PERFORMANCE STANDARDS FOR DISTRICT ROADS.**

    - ITID is considering adopting a Traffic Performance Standards Policy ("ITID-TPS") classifying its roads as "local roads". Roads previously conveyed by ITID to Palm Beach County will not be affected.
    - As presently conceived, an ITID-TPS would define Level of Service based on traffic from existing and projected buildout traffic for all lots within the District's Activated Units of Development. Allowing Minto or other developments to access ITID roads would substantially increase the traffic on and degrade the District's roadway Level of Service. The ITID-TPS will assume no access by development outside the District.
    - The traffic impacts identified in Minto's Traffic Study fall just below County thresholds requiring improvements to County roadway links (as compared to County intersections). The ITID-TPS will address both roadway links and intersections.
    - As a condition of a developer's agreement or issuance of a District Permit, ITID may consider requiring a traffic analysis of District roads, with a corresponding requirement to improve facilities that cannot satisfy District requirements. Such a requirement, if adopted, would not affect County roads in the Acreage.
    - The State's "proportionate share" contribution requirement applies to Minto's impact on County and State Thoroughfare Plan roads; it does not apply to ITID's local roads. As a condition of any access permit, ITID will expect to be fully compensated if outside traffic approved by the County requires improvements to District roads, such as traffic calming to discourage through-traffic.

  - **ITID CONCEPTUAL NEIGHBORHOOD TRAFFIC PROTECTIVE PLAN.**

    - Because of the threats posed by increased pass-through traffic from outside development, ITID has commissioned a draft "Conceptual Neighborhood Traffic Protection Plan" (attached as **Exhibit "K"**) (the "Conceptual Plan").
    - The Conceptual Plan assumes no access to District roads from Minto West's eastern boundary at 140th Avenue North. It identifies the location of traffic calming measures that can minimize the level and impacts of cut through traffic. The Conceptual Plan proposes various options available to the District to address traffic flow through the community. No decision has been made regarding the specific solutions that best address the community's needs.
    - The full costs of all improvements required specifically to address pass-through traffic from outside development should be the financial responsibility of those developments rather than Acreage landowners.

B. **IMPACT OF MINTO WEST ON THE DISTRICT'S WATER MANAGEMENT SYSTEM.**

- **MINTO'S OFFER OF A CONNECTION BETWEEN ITID'S AND SEMINOLE IMPROVEMENT DISTRICT'S DRAINAGE SYSTEMS DOES PROVIDE LIMITED BENEFIT TO THE DISTRICT,**

BUT SUCH BENEFIT IS FAR OUTWEIGHED BY THE COST TO THE DISTRICT OF MINTO'S TRAFFIC IMPACTS ON DISTRICT ROADS.

- ITID'S drainage system consists of two separate "basins": the "M-1 Basin", located generally to the North and East of Minto West, drains to the northwest and southeast. The M-1 Basin is not currently hydraulically connected to the drainage system maintained by Seminole Improvement District, the special district encompassing Minto West. ITID's "M-2 Basin", located generally southwest of Minto West, drains southward (see attached **Exhibit "L"**).

- ITID's major drainage issues arise primarily from permitting constraints limiting outfall from its M-1 Basin. The M-1 Basin is currently limited to approximately 0.25 inches/day unconditional discharge. To meet the District's desired level of service for drainage, the M-1 Basin should have at least 1"/day of unconditional discharge, or an additional 0.75"/day.

- Minto has offered to allocate to the District an additional 0.15" of unconditional discharge through a hydraulic connection to the Seminole Improvement District system, which it currently controls as primary landowner. This additional discharge, if accepted, would satisfy approximately 15% of the additional capacity ITID needs. It is helpful, but certainly not the "solution" to the Acreage's drainage problems as has been represented.

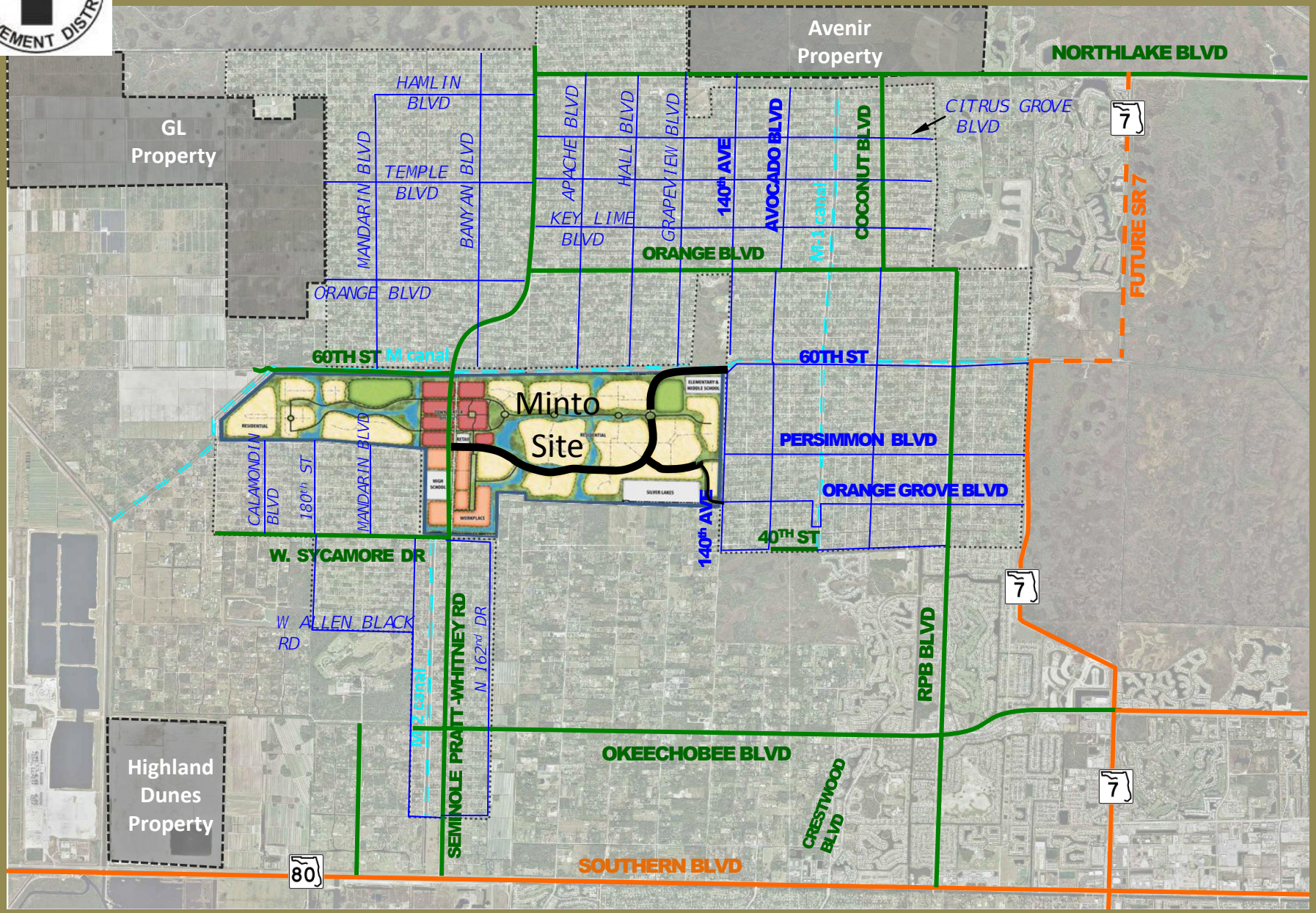
- In addition to Minto, ITID has also discussed possible drainage improvements with Avenir and G. L. Homes. In addition, ITID is current negotiating with SFWMD for possible drainage and rehydration benefits of the Moss property in association with SFWMD's improvement of its Mecca Farms Site. These alternatives remain speculative and are in different stages of review, but each could provide drainage discharge and storage superior to that offered by Minto.

- ITID's need for additional unconditional drainage will arise about every 5 years; Minto's traffic impacts will be permanent and perpetual. From this perspective, the "benefits" to ITID's drainage offered by Minto West are greatly outweighed by the costs imposed on the District and the Community from its traffic impacts.

C. **IMPACT OF MINTO WEST ON DISTRICT PARKS & RECREATION SYSTEMS.**

- Like its road system, ITID's nine parks and recreation facilities were built by and are maintained by non-ad valorem assessments on its landowners. Use by non-residents is not currently prohibited and such use is expected to continue. However, ITID has not had sufficient time to review or determine the impact of non-resident use on its park system.

MINTO WEST VICINITY



RESOLUTION NO. 2014-____

A RESOLUTION OF THE BOARD OF SUPERVISORS OF INDIAN TRAIL IMPROVEMENT DISTRICT URGING THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY TO SUPPORT A REGIONAL APPROACH TO SOLVING THE TRAFFIC AND OTHER IMPACTS OF PROPOSED DEVELOPMENT IN THE WESTERN COMMUNITIES; REQUESTING SUPPORT FOR THIS APPROACH FROM THE AFFECTED MUNICIPALITIES IN THE WESTERN COMMUNITIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Indian Trail Improvement District (the "District") is an independent special district of the State of Florida located within the unincorporated area of the Western Communities of Palm Beach County, which provides and maintains drainage, roads and recreational public facilities to its residents and property owners; and

WHEREAS, Palm Beach County is the general purpose local government responsible for planning for and approving development and for providing roadways, traffic management and other public facilities and services in the unincorporated areas of the Western Communities; and

WHEREAS, Minto SPW, LLC (the "Company") has filed applications with Palm Beach County for amendments to the County's Comprehensive Plan and Land Development Regulations to allow the Company to construct a large scale development project, styled "Minto West", on approximately 4000 acres within the heart of the Western Communities, which project alone is projected at buildout to add more than 70,000 Average Daily Trips upon the region's roadway system; and

WHEREAS, Other large land holdings in addition to those of the Company, including those of G. L. Homes, Avenir and others, have submitted or are currently considering or preparing to submit applications for development approval, the cumulative effect of which will have enormous, transformative,

and potentially disastrous effects on the roadways, traffic management systems and public infrastructure in the Western Communities, which are commonly acknowledged to be inadequate to serve the existing population without the added burdens created by these proposed developments; and

WHEREAS, The traffic impacts of existing, announced and potential development will impose special burdens on the residents and taxpayers of the District who have constructed and currently maintain a large portion of the area's drainage and roadway facilities without outside financial assistance or support; and

WHEREAS, These traffic impacts will also seriously degrade and impede traffic flow on the roads and other public infrastructure of or serving municipalities in the Western Communities; and

WHEREAS, There is an urgent need for a cooperative, multi-jurisdictional, area-wide or "regional" approach to planning public facilities and services to address, and potentially resolve, the challenges created by likely increases in the intensity and density of development in the unincorporated area of the Western Communities.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors of Indian Trail Improvement District hereby:

1. Strongly urge the Palm Beach County Board of County Commissioners to take whatever action is necessary to address on a regional, multi-jurisdictional, cooperative basis the immediate, critical challenges posed by increased density and intensity of development in the Western Communities, especially the impact of such additional development on the area's inadequate drainage, roadway, and traffic management systems.

2. Request the governing boards of the affected municipalities to join with the District and

Palm Beach County to address the regional impacts of additional development, especially on the area's drainage, roadway and traffic management systems.

3. Direct District Staff and Consultants to present copies of this Resolution to the governing boards of the Town of Loxahatchee Groves, the Village of Wellington, the Village of Royal Palm Beach, the City of West Palm Beach and the City of Palm Beach Gardens, which municipalities and their residents are directly affected by the County's actions, and to solicit the support of and participation by these municipalities in this common effort.

4. EFFECTIVE DATE: This resolution is effective immediately upon adoption.

This Resolution passed and adopted this 14th day of May, 2014.

INDIAN TRAIL IMPROVEMENT DISTRICT, AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA

BY ITS BOARD OF SUPERVISORS

BY:_____
Carol Jacobs, President

BY:_____
Ralph Bair, Vice President

BY:_____
Michelle Damone, Treasurer

BY:_____
Gary Dunkley, Assistant Secretary

BY:_____
Jennifer Hager, Supervisor

(DISTRICT SEAL)

MARTIN COUNTY

HENDRY COUNTY

BROWARD COUNTY

MAP LU 1.1
MANAGED GROWTH TIER SYSTEM

- Urban/Suburban Tier
- Exurban Tier
- Rural Tier
- Agricultural Reserve Tier
- Glades Tier
- United Technologies Area Overlay/ North PBC General Aviation Airport/ Glades Area Protection Overlay Limited Urban Service Area
- Revitalization & Redevelopment Infill Overlay
- Conservation
- Urban Service Area Boundary

Administrative Notes:

The official boundaries of each LUSA are identified on Service Area Map, LU 2.1. The boundaries of the Callery Judge-Groves and Ag Reserve LUSAs are depicted on this map for informational purposes only.

SOURCES:
PBC Planning Division
PBC Dept. of Environmental Resources Management
South Florida Water Management District
Intergovernmental Plan Amendment Review Committee
Last Amended In Round 11-2 by Ord. 2011-022

PALM BEACH COUNTY COMPREHENSIVE PLAN MAP SERIES

W E S

1 0 1 2 3 4 Miles

Effective Date: 11/24/11
Filename: N:\Map Series\MXDsAdopted
Contact: PBC Planning Dept.

Table III.C

Future Land Use	FLU Category	Tier				
		Urban/Sub & Glades USA	Exurban	Rural	Ag Reserve	Glades RSA[1]
Rural Residential	RR-20, RR-10	---	X	X	---	---
	RR-5	---	X	X	---	---
	RR-2.5	---	X	---	---	---
Urban Residential	LR, MR, HR	X	---	---	---	---
Agriculture	AP	---	---	---	---	X
	SA	X	X	X	X	---
	AgR	---	---	---	X	---
	Ag Enclave	---	---	X	---	---
Commercial Low	CL-O	X	X	X	X	---
	CL	X	X	X	X	---
Commercial High	CH-O	X	---	---	---	---
	CH	X	---	---	---	---
Industrial	IND	X	---	---	X	---
	EDC	X	---	---	---	---
Commercial Recreation		X	---	X	X	X
Parks & Recreation		X	X	X	X	X
Conservation		X	X	X	X	X
Institutional & Public Facilities		X	X	X	X	---
Spoil		X	---	---	---	X
Transportation & Utilities		X	X	X	X	X
Traditional Town Development & Multiple Land Use		X	---	---	---	---

1. Within the rural towns of Lake Harbor and Canal Point, the following additional future land use designations shall be allowed: Residential from RR-2.5 through MR-5; CL; CL-O; IND; EDC; and INST.

LRM

ZONING & URBAN PLANNING
MARKET RESEARCH & ANALYSIS
ENVIRONMENTAL ASSESSMENTS

LAND RESEARCH MANAGEMENT, INC.
2240 PALM BEACH LAKES BLVD. • SUITE 103
WEST PALM BEACH, FLORIDA 33409
TEL: (561) 686-2481 • FAX: 681-1551

To: Jim Shallman, District Manager
Indian Trail Improvement District (ITID)

From: Jim Fleischmann
Land Research Management, Inc. (LRM)

Re: Minto West Agricultural Enclave Future Land Use Atlas Amendment.
Application Density and Intensity Analysis

Date: June 3, 2014; Revised: June 10, 2014; June 18, 2014

M E MO R A N D U M

LRM has completed an alternative to the Applicant's analysis of the five-mile Study Area surrounding the proposed Minto West Agricultural Enclave (AGE) Future Land Use Atlas (FLUA) Amendment. The following paragraphs summarize the methodologies used by the Applicant's in the study entitled "Minto West Residential Density Analysis" (Applicant's Study), prepared by Warner Real Estate Advisors, Inc (December 16, 2013). and the alternative analysis prepared by LRM.

A. Summary of the Proposed Minto West Future FLUA Amendment Application

According to Policy 2.2.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan (Comprehensive Plan), the ordinance assigning an AGE future land use designation shall include a conceptual plan and implementing principles that establish the range of densities and intensities and include a site data table establishing an overall density and intensity for each land use within the project consistent with the requirements of F.S. 163.3162. The conceptual plan can only be revised through the FLUA amendment process and all development orders must be consistent with the adopted conceptual plan and implementing principles.

Per F.S. 163.3162(4) (a), the local government and the owner of a parcel that is the subject of an application for an AGE FLUA amendment shall negotiate in good faith to reach consensus on the land uses and intensities of use that are consistent with the uses and intensities of use of the industrial, commercial, or residential areas that surround the parcel.

The Minto West application proposes to delete the Conceptual Plan, Implementing Guidelines, and Allocation Table of the previously approved 3,737.92 acre Callery Judge Groves AGE and incorporate an additional 53.13 acres of Rural Residential (1 unit per 10

acres) within a revised 3,791.053 AGE. Table 1 presents a comparison of the approved Callery Judge and proposed Minto West AGE maximum development thresholds.

Table 1
Existing and Proposed AGE Maximum Development Potential

Agricultural Enclave	Residential (units)	Non-Residential Space (sq. ft.)
Existing – Callery Judge	2,996 (0.80/acre)	235,000
Proposed - Minto West	6,500 (1.71/acre)	1,400,000
Proposed Increase	3,504	1,165,000

Source: Minto West Privately Submitted Future Land Use Atlas Amendment Application; November 4, 2013 Intake.

Included in the Minto West application are estimates of population resulting from buildout of the existing (7,160 residents) and proposed (14,535 residents) AGE designations. The maximum population would make the proposed Minto West AGE equivalent to the 14th largest municipality in Palm Beach County, slightly larger than the Village of North Palm Beach.

Consistent with the requirements of the Comprehensive Plan, the Applicant has submitted a proposed Conceptual Plan and Site Data Table (Attachment Q of the AGE FLUA amendment application) which are presented on Exhibit 1. The 3,791.05 acre Conceptual Plan illustrates the locations of the following land uses, although the only acreage figure listed is for the Commercial Recreation land use: Workplace, Residential, Town Center/Mixed Use, Natural, and Commercial Recreation. The following maximum density and intensity figures are listed in the Site Data Table on Exhibit 1:

Residential (1.7146 units per acre): Single-family – 5,050 units and Multi-family – 1,450 units.

Non-Residential:

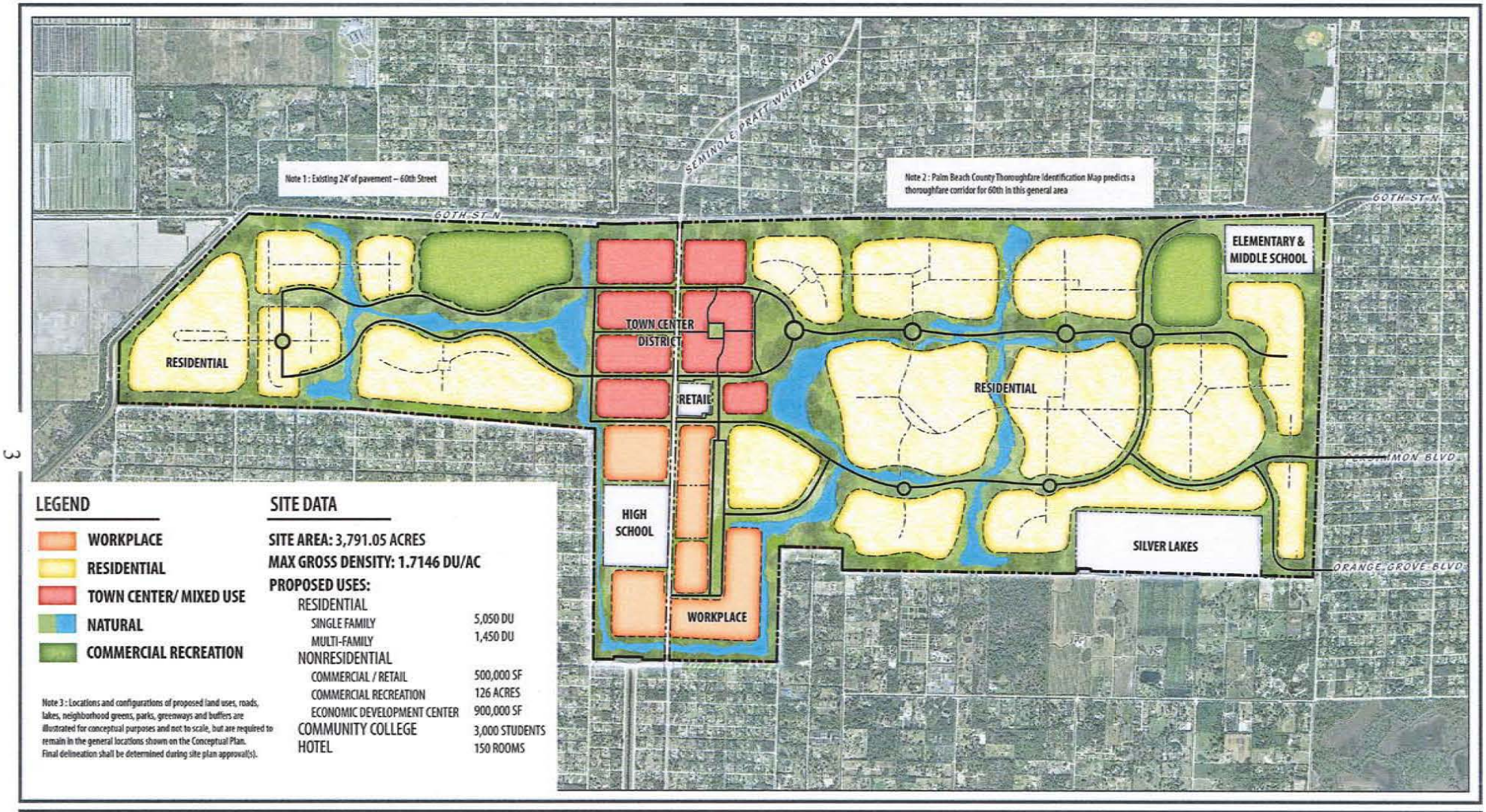
Commercial/Retail – 500,000 sq. ft.
Commercial Recreation – 126 acres.
Economic Development Center – 900,000 sq. ft.

Community College: 1,000 students.

Hotel: 150 Rooms

A comparison of the above density and intensity list with the proposed maximum land use allocations in Table 1 leads to the conclusion that the proposed amount of non-residential space (1,400,000 sq. ft.) includes only Commercial/Retail (500,000 sq. ft.) and Economic Development Center (900,000 sq. ft.) uses.

Exhibit 1
Minto West Proposed Conceptual Plan and Site Data Table



Minto West Density and Intensity Analysis

B. Consistency of Proposed Uses with the Surrounding Area

According to F.S. 163.3162(4) (a), the local government and the owner of a potential AGE property shall negotiate land uses and intensities of use that are consistent with the industrial, commercial, or residential areas that surround the parcel. The Applicant's case for consistency is presented in two studies (Attachment G of the AGE FLUA Amendment application); one for residential uses and a second for non-residential (commercial and industrial) uses.

The studies use a five-mile site radius to define the "surrounding area" (Study Area) based upon the following justification:

1. The area is consistent with the traffic impact analysis area for traffic concurrency.

2. The retail analysis was based on a five-mile Study Area, thus population and housing were studied on similar bases.

3. A five-mile radius is representative of the area. There is contiguity and connectivity between these communities.

1. Residential Study Analysis

The Minto West Residential Study computed the overall "gross" (emphasis added) density of projects and communities within the five-mile mile Study Area (Ref: Exhibit 2). The multiple-colors in Exhibit 2 indicate ¼-mile increments within the five-mile radius. Areas with no color do not contain residential units. Density was researched, analyzed and computed for 107 communities and areas located in the Study Area (i.e. areas on Exhibit 2 with color) using the following methodology:

1. For communities with a Planned Unit Development (PUD) approval, the gross densities were used, except in cases where PUD's were built out. In these cases, the actual built units were assumed and divided by the overall gross project acreage. In cases where projects are unbuilt, the approved densities were used.

2. For communities approved by straight zoning, the built number of units and plat acreage were used.

3. For communities such as the Acreage, Loxahatchee Groves and others designated Rural Residential on government Future Land Use maps, the number of units built or allowed and actual acreage was used.

The Residential Study presented the following information for each of the 117 communities: total units and density (average, median, mode, minimum and maximum). The amount of acreage in all of the communities and areas was not included.

Exhibit A – Parcel Distances in .25 Acre Increments

Exhibit 2
Five-Mile Study Area

Source: Minto West Residential Density Analysis; 12/16/2013
Warner Real Estate Advisors, Inc.

Key results of the Residential Study include a total of 39,478 units and an average density of 2.40 units per acre within the five-mile radius. It is not stated how average density was calculated; however, using data from the Residential Study, LRM has concluded that Study Area average density equals the prorated sum of the densities in the 107 communities based upon the number of residential units in each community. An individual residential community density proration, or proportionate share of the Study Area average, is based upon the application of following formula:

$$\frac{\text{Total Units in Community}}{\text{Total Units in Study Area}} \times \text{Average Density of Community}$$

Calculating average density in this manner assigns considerable relative weight advantage to the incorporated areas within the Study Area, as opposed to those areas (i.e. unincorporated area and Loxahatchee Groves) which immediately surround the AGE property, as illustrated in Table 2. From Table 2, Royal Palm Beach, Wellington and West Palm Beach, in combination, contain 44.6% of the units and 18.6% of the residential acreage within the Study Area. Further, residential areas in Royal Palm Beach (1.5 miles), Wellington (3.5 miles) and West Palm Beach (3.0 miles) are not the most proximate Jurisdictions to the Minto West property.

Table 2
Surrounding Area Residential Communities by Jurisdiction

Jurisdiction	Residential Units*		Residential Acres**	
	Number	Percent	Number	Percent
Unincorporated Area	20,003	50.7	28,842	71.9.
Loxahatchee Groves	1,872	4.7	3,822	9.5
Royal Palm Beach	12,003	30.4	3,451	8.6
Wellington	2,622	6.6	1,636	4.1
West Palm Beach	2,978	7.6	2,357	5.9
Study Area Totals	**39,478**	**100.0**	**40,108**	**100.0**

* - Units sorted by political jurisdiction by LRM, Inc.
** - Acreage calculated by LRM using total units and average density data from the Residential Study and sorting by jurisdiction

An alternative and more conventional means of calculating Study Area density is to analyze residential units per acre. From Table 2, the Study Area density calculated in this manner is 0.984 units per acre (i.e. 39,478 units/40,108 acres). Calculating density in this manner assigns a heavier and more appropriate weight to the Jurisdictions immediately adjacent to and surrounding the AGE property. A hypothetical example comparing the conventional acre-based to the Applicant's unit-based methodology is presented in Attachment A.

Details of calculating average Study Area residential density by each of the alternative methodologies (i.e. unit-based versus acreage-based) are presented in Tables 3 and 4.

Table 3
Unit Based Density Analysis (Units/Density)

Jurisdiction	Units	Study Area Units Share (%)	Average Density per Unit*	Prorated Density Shares (Units/Acre)
Unincorporated Area	20,003	50.7	0.996	0.490
Loxahatchee Groves	1,872	4.7	0.496	0.024
Royal Palm Beach	12,003	30.4	5.041	1.533
Wellington	2,622	6.6	2.513	0.167
West Palm Beach	2,978	7.6	2.406	0.181
Study Area Totals	**39,478**	**100.0**		**2.395**

* - Detail of average unit-based density calculations is presented in Attachment A .
** - Slight difference between Residential Study Average Density (2.40 units /acre) and the sum of Prorated Jurisdiction Density Shares (2.395 units/acre) due to differences in rounding and acreage calculations in some residential communities.

Table 4
Acreage Based Density Analysis (Units/Acre)

Jurisdiction	Acres	Study Area Acres Share (%)	Average Density (Units/Acre)	Prorated Density Shares (Units/Acre)
Unincorporated Area	28,842	71.9.	0.69	0.499
Loxahatchee Groves	3,822	9.5	0.49	0.047
Royal Palm Beach	3,451	8.6	3.48	0.299
Wellington	1,636	4.1	1.60	0.065
West Palm Beach	2,357	5.9	1.26	0.074
Study Area Totals	**40,108**	**100.0**		**0.984**

In addition to the methodology used to calculate average density, its application to the Minto West property should be discussed. Although the Residential Study determined that the unit-based average density in the Study Area is 2.40 units per acre, the AGE FLUA Amendment application proposes a reduced density of 1.7146 units per acre applied to the gross area (3,791.053 acres) of the property resulting in a maximum residential component of 6,500 units.

Exhibit 3 depicts the 60,356 acre gross area within the five-mile radius which encompasses the 107 residential communities included in the Residential Study. From Table 4, Study Area residential communities include a combined total of 40,108 acres, or 66.4% of the gross area illustrated on Exhibit 3.

Based upon this observation, it is concluded that the unit-based average density calculated in the Residential Study represents a net as opposed to a gross figure, excluding such uses as institutional, government, commercial, industrial and large-scale recreation and open space.

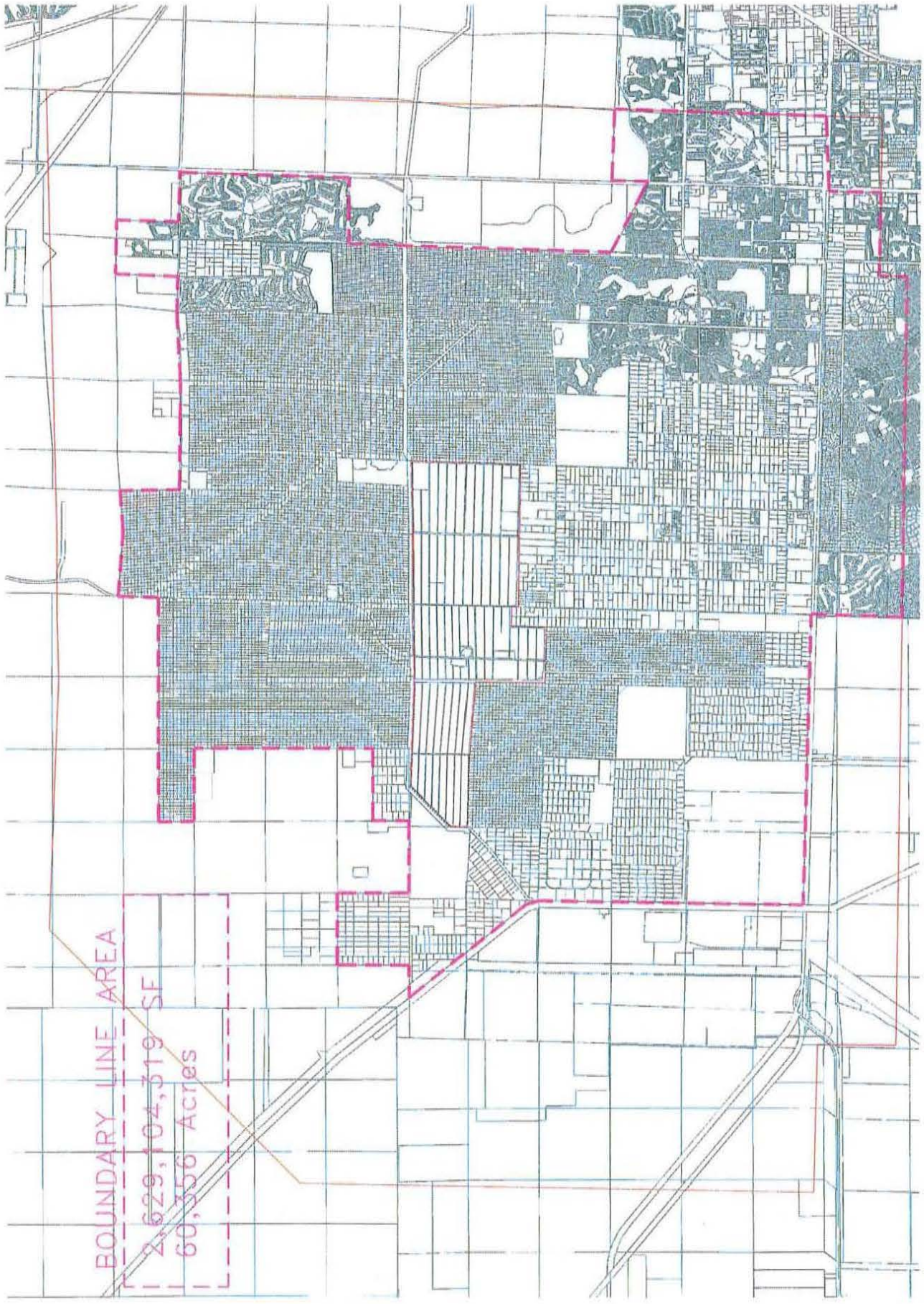


Exhibit 3
Residential Study Area Defined

In order to insure consistency in the methodology used, the average unit-based density figure used to determine the maximum development potential of the Minto West AGE should be applied to the net acreage of the residential component as opposed to the gross area of the property.

2. Residential Intensity Considerations

Based upon the analysis presented herein, it is recommended that Palm Beach County consider the following when conducting its good faith negotiations with the Applicant to reach consensus on the residential intensities that are consistent with the areas that surround the property:

- Expand the Site Data Table on the Conceptual Plan to contain maximum acreage allocations for each of the proposed land uses, including residential.

- Utilize an acre-based net density of 0.984 units per acre, consistent with the acreage-based methodology presented herein, as the basis for determining the maximum residential development potential.

- Determine the maximum number of residential units by applying the recommended acre-based net density of 0.984 units per acre to the maximum amount of residential area indicated on the revised Site Data Table.

Based upon use of the above considerations, the maximum residential intensity of the Minto West AGE can be calculated using the following methodology:

1. 3,971 acres x 0.664 net residential acres factor (i.e. the percentage of net residential area within the Study Area, as determined above) = 2,637 net residential acres.

2. 2,637 net residential acres x acre-based density of 0.984 = 2,594 units.

3. Non-Residential Study Analysis

The Minto West Non-Residential Study inventoried the amount of existing and proposed non-residential space in non-residential developments within the five-mile mile Study Area (Ref: Exhibit 2). The results were compared to existing and projected (i.e. buildout of residential areas) population of 115,749 residents in order to compute the following Study Area non-residential ratios:

- Commercial (office and retail): 46.14 sq. ft. per capita
- Industrial: 11.81 sq. ft. per capita
- Hotel: 0.0033 rooms per capita
- Commercial Recreation: 0.0147 acres per capita
- Other Non-Residential: 33.5 sq. ft. per capita

The great majority of non-residential uses inventoried within the Study Area are located along arterial roads (i.e. S.R. 7, Southern Boulevard and Okeechobee Boulevard) at considerable distances from the Minto West AGE. Several of the inventoried uses contain "big-box" tenants that serve large trade areas. It can therefore be concluded that the calculated multipliers represent neighborhood, community and regional-scale "Commercial" demand and regional-scale "Industrial" and "Other Non-Residential" demand.

The above ratios were applied to the proposed Minto West AGE residential component maximum buildout population of 19,058 residents (6,500 units x 2.93 persons per household) to determine the demand (i.e. demand in excess of that created by the current projected buildout population of the Study Area) for the non-residential components of the Minto West AGE, as follows:

- Commercial (office and retail): 879,337 sq. ft.
- Industrial: 225,075 sq. ft.
- Hotel: 62 rooms
- Commercial Recreation: 280 acres
- Other Non-Residential: 637,871 sq. ft. (proposed community or state college campus).

The Minto West AGE Future FLUA Amendment Application assumes a buildout population of 14,535 residents as opposed to the 19,058 residents used to project demand in the Non-Residential Study. Using the FLUA Amendment Application buildout population of 14,535 residents, the demand for the non-residential components would be revised as follows:

- Commercial (office and retail): 670,645 sq. ft.
- Industrial: 171,658 sq. ft.
- Hotel: 48 rooms
- Commercial Recreation: 214 acres
- Other Non-Residential: 486,923 sq. ft.

4. Non-Residential Intensity Considerations

The Applicant's Conceptual Plan (Ref: Exhibit 1) consists of the following development component maximums:

- Commercial/Retail: 500,000 sq. ft.
- Economic Development Center: 900,000 sq. ft.
- Hotel: 150 rooms
- Commercial Recreation: 126 acres
- Community College: 3,000 students.

The above proposed Conceptual Plan development components do not concisely correspond to the demand categories used in the Non-Residential Study due to differences in terminology. As a result, it is difficult to determine whether or not the Non-Residential Study demand projections support the Applicant's Conceptual Plan.

Based upon the above analysis, it is recommended that Palm Beach County consider the following when conducting its good faith negotiations with the Applicant to reach consensus on the non-residential intensities that are consistent with the areas that surround the property:

- Provide additional information describing how demand projections in the Non-Residential Study support the non-residential components of the Conceptual Plan.

- As support for the non-residential components is based upon the application of per-capita multipliers to the maximum population of the Minto West AGE residential component, further analysis should be completed at the time that a maximum residential density is negotiated.

- Incorporate the 27 sq. ft. per capita demand ratio used in the updated Western Northlake Corridor Land Use Study within the projection methodology determining supportable "neighborhood" commercial space. Any proposed space in excess of this amount should be allocated to "community" and "regional" demand which should be considered when additional developments are proposed.

- Similarly, "Economic Development Center" space should be considered as meeting "regional" demand.

Jim Fleischmann, Vice President

ATTACHMENT A

Comparison of Acre-Based Versus Unit-Based Average Density

Hypothetical Community Characteristics

Community	Acres	Units	Density
A	20	300	15 units/acre
B	50	100	2 units/acre
C	100	50	0.5 units/acre
Totals	170	450	

Acre-Based Density Calculations

Community	Acres	Acres Share (%)	Units	Density	Average Density Share
A	20	11.8	300	15 units/acre	1.764
B	50	29.4	100	2 units/acre	0.588
C	100	58.8	50	0.5 units/acre	0.294
Totals	**170**	**100**	**450**	**2.647 Units Per Acre**	**2.647 Units per Acre**

Average Density = Acres Share x Density

Unit-Based Density Calculations

Community	Units	Units Share (%)	Density	Average Density Share
A	300	66.7	15 units/acre	10.005
B	100	11.1	2 units/acre	0.222
C	50	22.2	0.5 units/acre	0.111
Totals	**450**	**100.0**	**10.338 Units Per Acre**	**10.338 Units per Acre**

Average Density = Units Share x Density

Attachment - B Average Unit Density By Jurisdiction

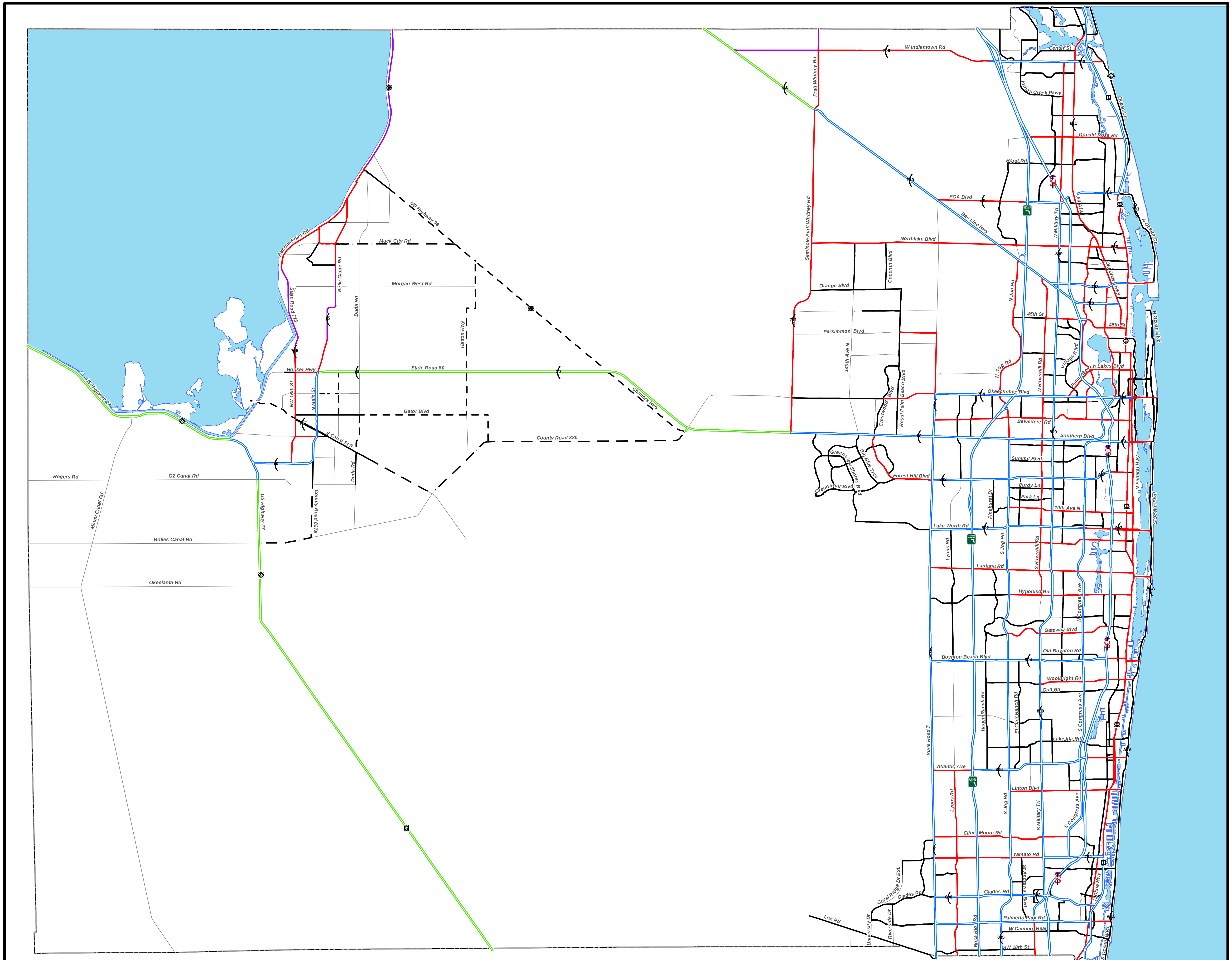
Study #	Jurisdiction	Units*	Unit Share	Av. Density*	Jurisdiction Share	Study Area Share
1	0	15,827	0.40091	0.78	0.617160426	0.3127073307
2	0	194	0.00491	0.5	0.004849273	0.0024570647
8	0	35	0.00089	1.43	0.002502125	0.0012677947
9	0	56	0.00142	2.48	0.006942959	0.0035179087
10	0	37	0.00094	0.22	0.000406939	0.0002061908
11	0	142	0.00360	1	0.007098935	0.0035969401
19	0	3	0.00008	0.11	1.64975E-05	0.0000083591
25	0	256	0.00648	0.21	0.002687597	0.0013617711
26	0	55	0.00139	0.21	0.000577413	0.0002925680
27	0	27	0.00068	0.19	0.000256462	0.0001299458
28	0	33	0.00084	0.26	0.000428936	0.0002173362
29	0	220	0.00557	0.2	0.00219967	0.0011145448
30	0	2,000	0.05066	1.65	0.164975254	0.0835908607
48	0	37	0.00094	0.2	0.000369945	0.0001874462
52	0	1	0.00003	0.1	4.99925E-06	0.0000025331
54	0	63	0.00160	0.19	0.00059841	0.0003032068
57	0	101	0.00256	1	0.005049243	0.0025583869
58	0	11	0.00028	0.1	5.49918E-05	0.0000278636
59	0	15	0.00038	0.2	0.000149978	0.0000759917
60	0	17	0.00043	0.13	0.000110483	0.0000559805
61	0	12	0.00030	0.1	5.9991E-05	0.0000303967
64	0	71	0.00180	0.24	0.000851872	0.0004316328
65	0	108	0.00274	0.17	0.000917862	0.0004650692
67	0	12	0.00030	0.1	5.9991E-05	0.0000303967
68	0	232	0.00588	12	0.139179123	0.0705202898
69	0	297	0.00752	0.5	0.007423886	0.0037615887
70	0	74	0.00187	0.17	0.000628906	0.0003186585
71	0	18	0.00046	0.18	0.000161976	0.0000820710
72	0	2	0.00005	0.1	9.9985E-06	0.0000050661
74	0	17	0.00043	0.17	0.000144478	0.0000732053
89	0	30	0.00076	0.09	0.00013498	0.0000683925
Subtotal	**Unincorp.**	**20,003**	**0.50669**		**0.966013598**	**0.4894667916**

50	41	1,846	0.04676	0.5	0.493055556	0.0233801104
51	41	26	0.00066	0.2	0.002777778	0.0001317189
Subtotal	**Lox Groves**	**1,872**	**0.04742**		**0.495833333**	**0.0235118294**
4	72	115	0.00291	3.78	0.036215946	0.0110111961
12	72	828	0.02097	4.24	0.292486878	0.0889285171
13	72	570	0.01444	5.15	0.244563859	0.0743578702
14	72	161	0.00408	2.6	0.034874615	0.0106033740
15	72	142	0.00360	4.17	0.049332667	0.0149992401
16	72	319	0.00808	2.6	0.069099392	0.0210091697
17	72	289	0.00732	11.13	0.267980505	0.0814775318
18	72	163	0.00413	8.3	0.112713488	0.0342697198
20	72	510	0.01292	5	0.212446888	0.0645929378
21	72	81	0.00205	4.05	0.027330667	0.0083096915
22	72	56	0.00142	0.37	0.001726235	0.0005248493
23	72	279	0.00707	6.23	0.144811297	0.0440288262
24	72	96	0.00243	9.64	0.077100725	0.0234419170
32	72	45	0.00114	9.54	0.035766058	0.0108744111
33	72	57	0.00144	6.03	0.028635341	0.0087063681
34	72	30	0.00076	5.7	0.014246438	0.0043315264
35	72	50	0.00127	4.02	0.016745814	0.0050914433
36	72	40	0.00101	7.22	0.024060652	0.0073154668
37	72	321	0.00813	5.05	0.135053737	0.0410621105
38	72	199	0.00504	3.84	0.063664084	0.0193566037
39	72	195	0.00494	4.56	0.07408148	0.0225239374
40	72	1,493	0.03782	2.56	0.31842706	0.0968154415
41	72	124	0.00314	7.78	0.08037324	0.0244369016
42	72	111	0.00281	14.72	0.136125969	0.0413881149
43	72	200	0.00507	7.9	0.131633758	0.0400222909
44	72	41	0.00104	13.21	0.045122886	0.0137192867
45	72	112	0.00284	4.78	0.044602183	0.0135609707
46	72	182	0.00461	13.58	0.205911855	0.0626060084
47	72	97	0.00246	5.79	0.046790802	0.0142264046
53	72	1145	0.02900	2.31	0.220357411	0.0669980749
56	72	218	0.00552	3.4	0.061751229	0.0187750139
62	72	498	0.01261	1.99	0.082564359	0.0251030954
63	72	666	0.01687	2.28	0.126508373	0.0384639546

66	72	378	0.00957	6.1	0.192101975	0.0584072141
73	72	5	0.00013	8.9	0.003707406	0.0011272101
90	72	44	0.00111	22	0.080646505	0.0245199858
91	72	41	0.00104	8.14	0.027804715	0.0084538224
92	72	19	0.00048	8.51	0.013470799	0.0040956989
93	72	44	0.00111	20.04	0.073461635	0.0223354780
94	72	10	0.00025	8.21	0.006839957	0.0020796393
95	72	39	0.00099	18.08	0.058745314	0.0178610872
96	72	16	0.00041	8.9	0.011863701	0.0036070723
97	72	1	0.00003	8.9	0.000741481	0.0002254420
98	72	981	0.02485	2.88	0.235381155	0.0715659355
99	72	9	0.00023	6.82	0.005113722	0.0015547900
100	72	149	0.00377	14.81	0.183844872	0.0558967020
101	72	354	0.00897	15.1	0.445338665	0.1354019960
102	72	30	0.00076	4.28	0.010697326	0.0032524444
103	72	225	0.00570	6.3	0.118095476	0.0359060743
104	72	78	0.00198	5.94	0.03860035	0.0117361568
105	72	88	0.00223	5.86	0.042962593	0.0130624652
106	72	59	0.00149	5.87	0.02885362	0.0087727342
Subtotal	**Royal Palm**	**12003**	**0.30404**		**5.041377156**	**1.5327942145**
5	73	585	0.01482	1.6	0.356979405	0.0237094078
6	73	90	0.00228	5.51	0.189130435	0.0125614266
7	73	99	0.00251	1.55	0.058524027	0.0038869750
49	73	3	0.00008	0.17	0.000194508	0.0000129186
75	73	38	0.00096	2.97	0.043043478	0.0028588074
76	73	38	0.00096	6.05	0.087681159	0.0058234966
77	73	13	0.00033	17.86	0.088550725	0.0058812503
78	73	67	0.00170	4.18	0.106811594	0.0070940777
79	73	16	0.00041	5.34	0.032585812	0.0021642434
80	73	2	0.00005	0.36	0.0002746	0.0000182380
81	73	1	0.00003	0.49	0.00018688	0.0000124120
82	73	187	0.00474	1.06	0.07559878	0.0050210244
83	73	79	0.00200	4.35	0.131064073	0.0087048483
84	73	2	0.00005	6.5	0.004958047	0.0003292973
85	73	254	0.00643	0.7	0.067810831	0.0045037743
86	73	21	0.00053	1.08	0.008649886	0.0005744972

87	73	421	0.01066	1.41	0.226395881	0.0150364760
88	73	699	0.01771	3.88	1.034370709	0.0686995289
49A	73	7	0.00018	0.1	0.000266972	0.0000177314
Subtotal	**Wellington**	**2622**	**0.06642**		**2.513077803**	**0.1669104311**
3	74	643	0.01629	5.87	1.267431162	0.0956079335
31	74	2,097	0.05312	0.95	0.668955675	0.0504622828
55	74	238	0.00603	5.87	0.469126931	0.0353883175
Subtotal	**West Palm**	**2978**	**0.07543**		**2.405513768**	**0.1814585339**
Totals	**Study Area**	**39,478**				**2.3941418005**

* - Minto West Residential Density Analysis; December 16, 2013.



MAP TE 3.1

FUNCTIONAL CLASSIFICATION OF ROADS

- Urban Principal Arterial (U-PA)
- Rural Principal Arterial (R-PA)
- Urban Minor Arterial (U-MA)
- Rural Minor Arterial (R-MA)
- Urban Collector (U-COLL)
- Rural Major Collector (R-MAJ)
- Rural Minor Collector (R-MIN)
- Undefined

SOURCES:
Palm Beach County Planning Division
Engineering & Public Works Dept. Geoprocessing Section
Palm Beach County Metropolitan Planning Organization
Federal Highway Administration "Palm Beach County 2000 - 2010
Federal Functional Classifcation and Urban Area Boundaries" Map

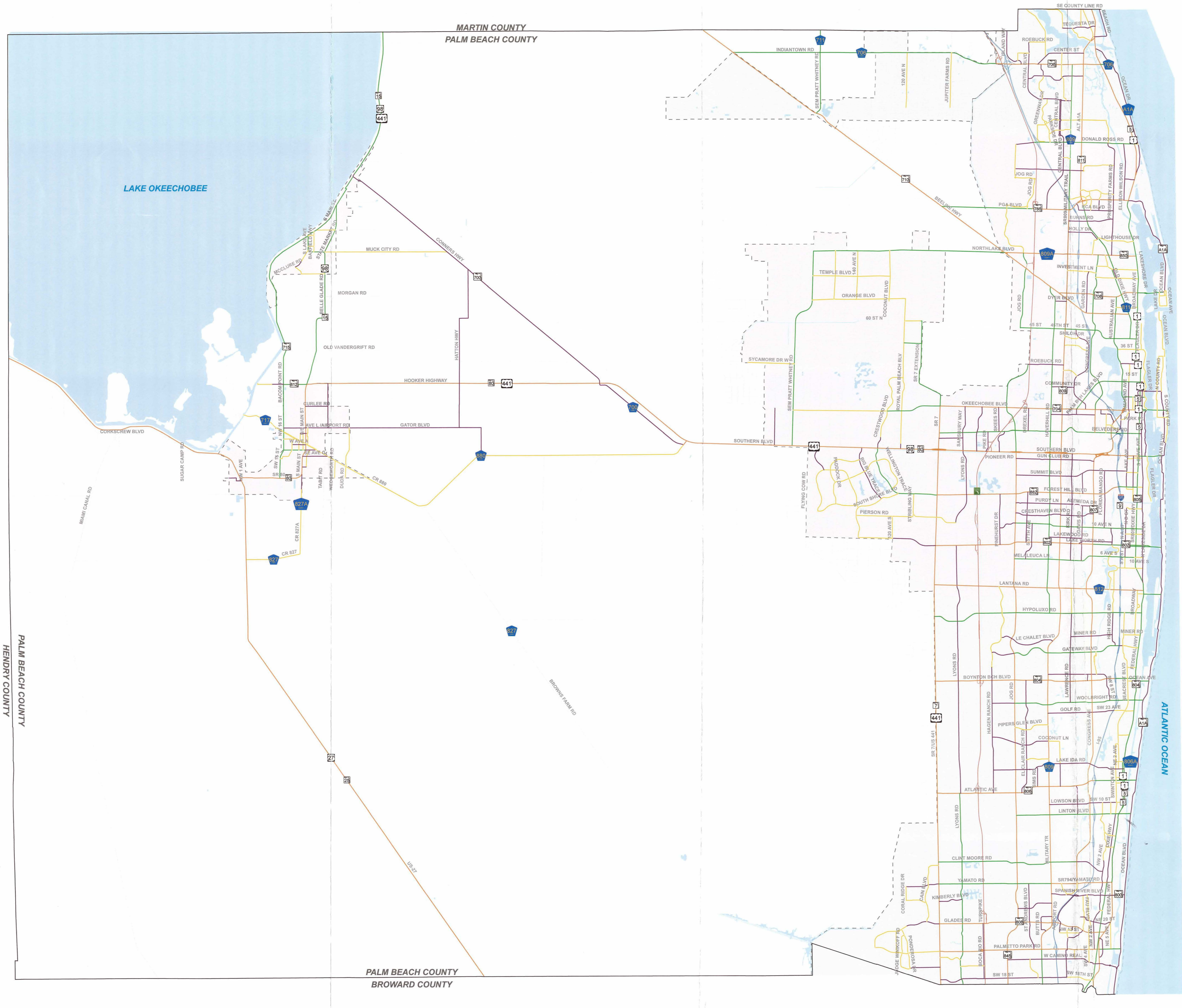
Last Amended In Round 08-1 by Ord. 2008-029

PALM BEACH COUNTY
COMPREHENSIVE PLAN
MAP SERIES

1 0 1 2 3 4 Miles

Effective Date: 11/07/2008
Filename: N:\Map Series\MXDsAdopted
Contacts: PBC Planning Department

2010 FEDERAL FUNCTIONAL CLASSIFICATION AND URBAN AREA BOUNDARIES MAP



PALM BEACH COUNTY

2010 Federal Highway Administration (FHWA) Adjusted Urban Areas:
Belle Glade, Jupiter Farms, Miami, and Pahokee

2 1 0 2 Miles

SCALE: 1:95,000

Principal Arterial (Rural/Urban)
- Interstate
- Other Freeways & Expressways
- Other Principal Arterial

Minor Arterial (Rural/Urban)
- Minor Arterial
- Minor Arterial - Future Route

Collector (Rural/Urban)
- Major Collector
- Minor Collector

Local (Rural/Urban)
- Local
- 2010 FHWA Adjusted Urban Boundaries
- County Boundaries

Sharon R. Bock, Clerk & Comptroller
Palm Beach County
By [signature]
Deputy Clerk

Approved as to Terms and Conditions
By: [signature]

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
BY [signature]
County Attorney

[signature] 12/19/13
Board of County Commissioners Mayor — Date
Priscilla A. Taylor

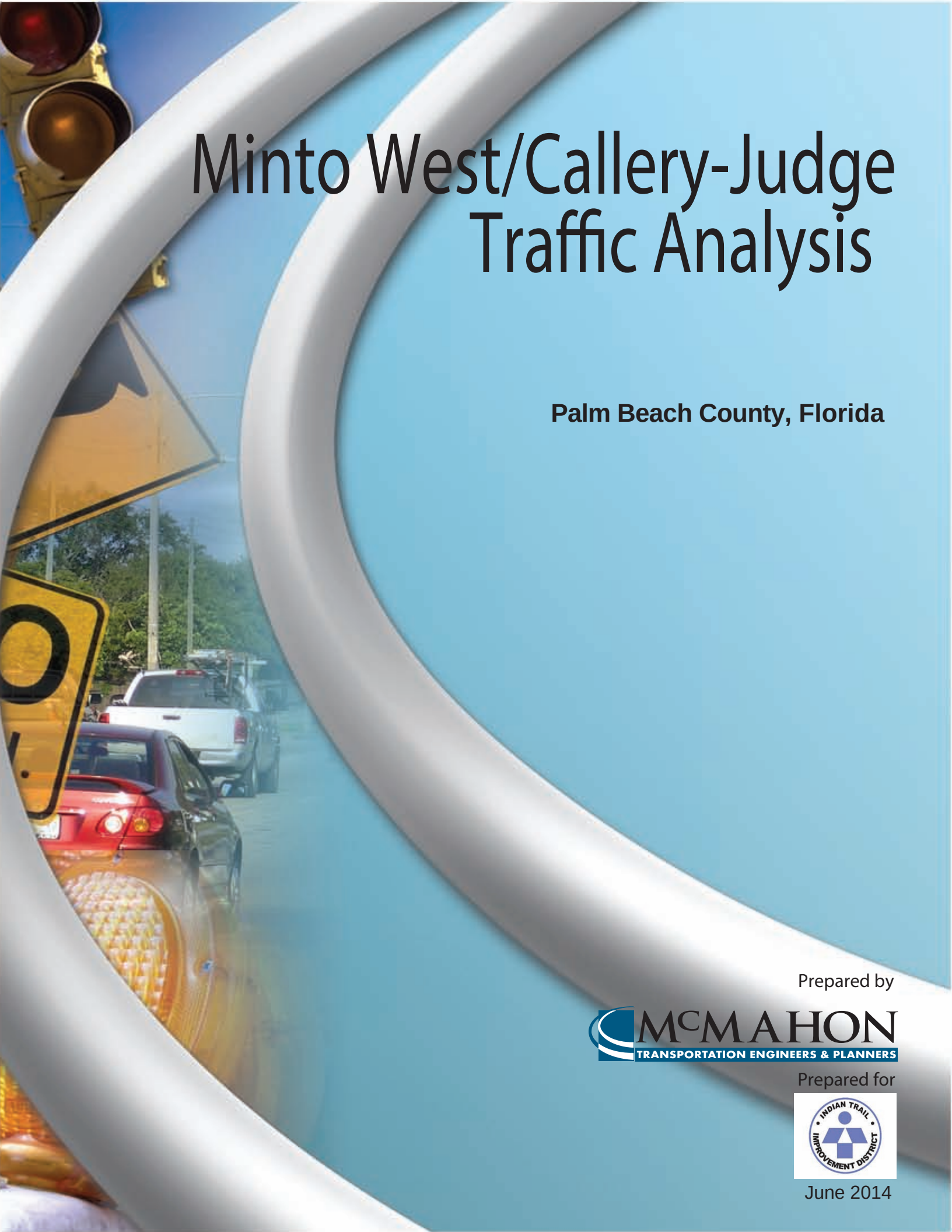
[signature] 12-9-13
Metropolitan Planning Organization Chair — Date

[signature] 12/10/13
Florida Department of Transportation District Four Secretary — Date

[signature] 01/23/2014
Federal Highway Administration — Date

PREPARED BY:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION



Minto West/Callery-Judge Traffic Analysis

Palm Beach County, Florida

Prepared by

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Prepared for

INDIAN TRAIL IMPROVEMENT DISTRICT

June 2014

MINTO WEST/CALLERY-JUDGE
TRAFFIC ANALYSIS

Prepared For:

Indian Trail Improvement District
13476 61st N, West Palm Beach, FL 33412

Prepared By:

McMahon Associates, Inc.
5500 Village Boulevard, Suite 103
West Palm Beach, FL 33407

John P. Kim, P.E., P.T.O.E.
Professional Engineer
License No. 62400
State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

June 2014

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1.0 INTRODUCTION

McMahon Associates, Inc. (McMahon) was retained by the Indian Trail Improvement District (ITID) to perform a comparative traffic impact analysis for the Callery-Judge/Minto West property located on the east and west sides of Seminole Pratt Whitney Road at 60th Street, in Unincorporated Palm Beach County. The ITID surrounds the project site. This study compares the traffic impacts of the previously approved Callery-Judge Grove intensities with the traffic impacts for the proposed Minto West project.

2.0 SITE INTENSITY AND ACCESS

2.1 Callery-Judge Grove Comprehensive Plan Proposed Land Use Amendment – 2008

In 2008, the Callery-Judge Grove Comprehensive Plan Proposed Land Use Amendment, prepared by Kimley-Horn & Associates, Inc. (KHA), was approved for the study site and included the following land uses and intensities:

- 2,996 DUs Residential – Single Family Detached
- 220,000 SF Retail
- 15,000 SF General Office

2.2 Minto West Concurrency Traffic Impact Analysis – 2014

In 2014, the Minto West Concurrency Traffic Impact Analysis was prepared by Pinder Troutman Consulting, Inc. (PTC) for the following land uses and intensities:

- 4,450 DUs Residential – Single Family Detached
- 650 DUs Residential – Multi Family Apartments (Rental)
- 800 DUs Residential – Multi Family Condos/Townhomes
- 360 DUs Residential – Single Family 55+ Detached
- 240 DUs Residential – Single Family 55+ Attached
- 150 Rooms Hotel
- 3,000 Students Community College
- 200,000 SF General Office
- 500,000 SF Research and Development
- 200,000 SF Light Industrial
- 500,000 SF Retail
- 1 Baseball Stadium

The Minto West study analyzed the impacts of the proposed development for the following two access scenarios:

- All Access – Included direct access to all roadways surrounding the project site, including roadways operated and maintained by the ITID. This included direct access to 60th Street, Persimmon Boulevard and Orange Grove Boulevard east of the study site. Access to Seminole Pratt Whitney Road was also provided.
- Restricted Access – Included direct access to Seminole Pratt Whitney Road only. No direct access was assumed to 60th Street, Persimmon Boulevard or Orange Grove Boulevard east of the study site.

2.3 Comparative Analysis – Callery-Judge vs. Minto West

No traffic impact analysis was approved by Palm Beach County for the Callery-Judge Grove project. Therefore, the purpose of this study is to determine the traffic impacts for the Callery-Judge intensities and compare the results to the traffic impacts for the proposed Minto West intensities. The analysis was performed for both the All Access and Restricted Access scenarios.

3.0 TRAFFIC VOLUME COMPONENTS

3.1 Year 2035 Background Traffic Volumes

Year 2035 background volumes for roadway segments and intersections were obtained from the Minto West analysis prepared by PTC, dated May 2014. Excerpts from the PTC study are attached in **Appendix A.**

3.2 Project Trip Generation

Using information obtained from Palm Beach County, dated January 15, 2014, trip generation estimates were developed for the Callery-Judge intensities. Internal capture between the land uses was based on the Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition. Results of the AM and PM peak hour trip generation analysis, summarized in Table B-1 attached in **Appendix B,** indicate that the site would generate a total of 2,385 AM peak hour trips and 2,754 PM peak hour trips. Internal Capture worksheets are also included in Appendix B.

3.3 Project Traffic Distribution

The distribution of project traffic onto the surrounding roadway network for the All Access and Restricted Access scenarios was obtained from the Minto West analysis prepared by PTC. Excerpts from the PTC study are attached in Appendix A.

3.4 Future Total Traffic Projections

Future total traffic projections were calculated by adding background traffic and project trips.

4.0 ALL ACCESS SCENARIO

4.1 Study Intersections and Roadways – All Access

The study area for the All Access Scenario included the following intersections and roadway segments:

Intersections

- Northlake Boulevard at: Seminole Pratt Whitney Road; Coconut Boulevard; SR-7; Beeline Highway.
- Orange Boulevard at: Seminole Pratt Whitney Road; Coconut Boulevard.
- 60th Street at: Seminole Pratt Whitney Road; Royal Palm Beach Boulevard; SR-7.
- Persimmon Boulevard at: Seminole Pratt Whitney Road; Royal Palm Beach Boulevard; SR-7.
- Orange Grove Boulevard at: Royal Palm Beach Boulevard; SR-7.
- Roebuck Road at SR-7.
- Okeechobee Boulevard at: Seminole Pratt Whitney Road; Royal Palm Beach Boulevard; SR-7.

Roadway Segments

- Northlake Boulevard: Seminole Pratt Whitney Road to Beeline Highway.
- Orange Boulevard: Seminole Pratt Whitney Road to Royal Palm Beach Boulevard.
- 60th Street: Seminole Pratt Whitney Road to SR-7.
- Persimmon Boulevard: 140th Avenue to SR-7.
- Orange Grove Boulevard: 140th Avenue to SR-7.
- Okeechobee Boulevard: Seminole Pratt Whitney Road to SR-7.
- Seminole Pratt Whitney Road: North of Northlake Boulevard to Southern Boulevard.
- Coconut Boulevard: Northlake Boulevard to Orange Boulevard.
- Royal Palm Beach Boulevard: Orange Boulevard to 40th Street.
- SR-7: Northlake Boulevard to Okeechobee Boulevard.
- Beeline Highway: Northlake Boulevard to Jog Road.

4.2 Link Capacity Analysis – All Access

The assignment of project trips to the study area roadways for AM and PM peak hours are summarized in Table C-1 and Table C-2, respectively, included in **Appendix C**. The total traffic for Year 2035 was evaluated to determine if the roadway LOS D capacity would accommodate projected traffic volumes. Programmed roadway improvements were analyzed for this effort, consistent with the Minto West analysis. The AM and PM peak hour link capacity analyses are summarized in Table C-3 and Table C-4, respectively, attached in Appendix C. Results indicate that 11 roadway segments are anticipated to exceed their adopted level of service.

4.3 Intersection Capacity Analysis – All Access

Future Year 2035 analysis was completed for the study intersections. Critical movement analyses (CMA) were performed for AM and PM peak hour conditions. Results of the analyses indicate that six (6) intersections are expected to exceed the allowable critical movement volume of 1,400 vehicles per hour. The CMA worksheets are included in Appendix C.

4.4 Link Proportionate Share Analysis – All Access

A proportionate share analysis was prepared for the failing roadway segments consistent with the methodology used for the Minto West analysis. Table C-5 and Table C-6 summarize the AM and PM peak hour proportionate share analysis, respectively. Table C-7 summarizes the total proportionate share analysis. Results indicate a total proportionate share cost of approximately $7,767,968.

5.0 RESTRICTED ACCESS SCENARIO

5.1 Study Intersections and Roadways – Restricted Access

The study area for the Restricted Access Scenario included the following intersections and roadway segments:

Intersections

- Northlake Boulevard at: Seminole Pratt Whitney Road; Coconut Boulevard; SR-7; Beeline Highway.
- Orange Boulevard at: Seminole Pratt Whitney Road; Coconut Boulevard.
- 60th Street at: Seminole Pratt Whitney Road; Palm Beach Boulevard.
- Persimmon Boulevard at: Seminole Pratt Whitney Road.
- Roebuck Road at SR-7.
- Okeechobee Boulevard at: Seminole Pratt Whitney Road; Royal Palm Beach Boulevard; SR-7.

Roadway Segments

- Northlake Boulevard: Seminole Pratt Whitney Road to Beeline Highway.
- Orange Boulevard: Seminole Pratt Whitney Road to Royal Palm Beach Boulevard.
- 60th Street: Royal Palm Beach Boulevard to SR-7.
- Okeechobee Boulevard: Seminole Pratt Whitney Road to SR-7.
- Seminole Pratt Whitney Road: North of Northlake Boulevard to Southern Boulevard.
- Coconut Boulevard: Northlake Boulevard to Orange Boulevard.
- Royal Palm Beach Boulevard: Orange Boulevard to 40th Street.
- SR-7: Northlake Boulevard to Okeechobee Boulevard.
- Beeline Highway: Northlake Boulevard to Jog Road.

5.2 Link Capacity Analysis – Restricted Access

The assignment of project trips to the study area roadways for AM and PM peak hours are summarized in Table D-1 and Table D-2, respectively, included in **Appendix D**. The total traffic for

Year 2035 was evaluated to determine if the roadway LOS D capacity would accommodate projected traffic volumes. Programmed roadway improvements were analyzed for this effort, consistent with the Minto West analysis. The AM and PM peak hour link capacity analyses are summarized in Table D-3 and Table D-4, respectively, attached in Appendix D. Results indicate that 14 roadway segments are anticipated to exceed their adopted level of service.

5.3 Intersection Capacity Analysis – Restricted Access

Future Year 2035 analysis was completed for the study intersections. Critical movement analyses (CMA) were performed for AM and PM peak hour conditions. Results of the analyses indicate that six (6) intersections are expected to exceed the allowable critical movement volume of 1,400 vehicles per hour. The CMA worksheets are included in Appendix D.

5.4 Link Proportionate Share Analysis – Restricted Access

A proportionate share analysis was prepared for the failing roadway segments consistent with the methodology used for the Minto West analysis. Table D-5 and Table D-6 summarize the AM and PM peak hour proportionate share analysis, respectively. Table D-7 summarizes the total proportionate share analysis. Results indicate a total proportionate share cost of approximately $11,174,831.

6.0 COMPARATIVE ANALYSIS (MINTO WEST vs CALLERY-JUDGE)

6.1 Study Intersections – All Access

Regarding the study intersections for the All Access Scenario, six (6) intersections are expected to exceed the adopted level of service with the Callery-Judge intensities. These intersections are graphically shown on **Figure 1**. With the Minto West intensities, two (2) additional intersections are expected to exceed the adopted level of service, for a total of eight (8) failing intersections. These intersections are graphically shown on Figure 1.

6.2 Study Roadways – All Access

Regarding the study roadways for the All Access Scenario, 11 roadway segments are anticipated to exceed the adopted level of service with the Callery-Judge intensities. These roadway segments are graphically depicted on **Figure 2**. With the Minto West intensities, four (4) additional roadway segments are expected to exceed the adopted level of service, for a total of 15 failing roadways. These roadway segments are graphically depicted on Figure 2.

6.3 Study Intersections – Restricted Access

Regarding the study intersections for the Restricted Access Scenario, six (6) intersections are expected to exceed the adopted level of service with the Callery-Judge intensities. These intersections are graphically shown on **Figure 3**. With the Minto West intensities, two (2) additional intersections are expected to exceed the adopted level of service, for a total of eight (8) failing intersections. These intersections are graphically shown on Figure 3.

6.4 Study Roadways – Restricted Access

Regarding the study roadways for the Restricted Access Scenario, 14 roadway segments are anticipated to exceed the adopted level of service with the Callery-Judge intensities. These roadway segments are graphically depicted on **Figure 4**. With the Minto West intensities, five (5) additional roadway segments are expected to exceed the adopted level of service, for a total of 19 failing roadways. These roadway segments are graphically depicted on Figure 4.

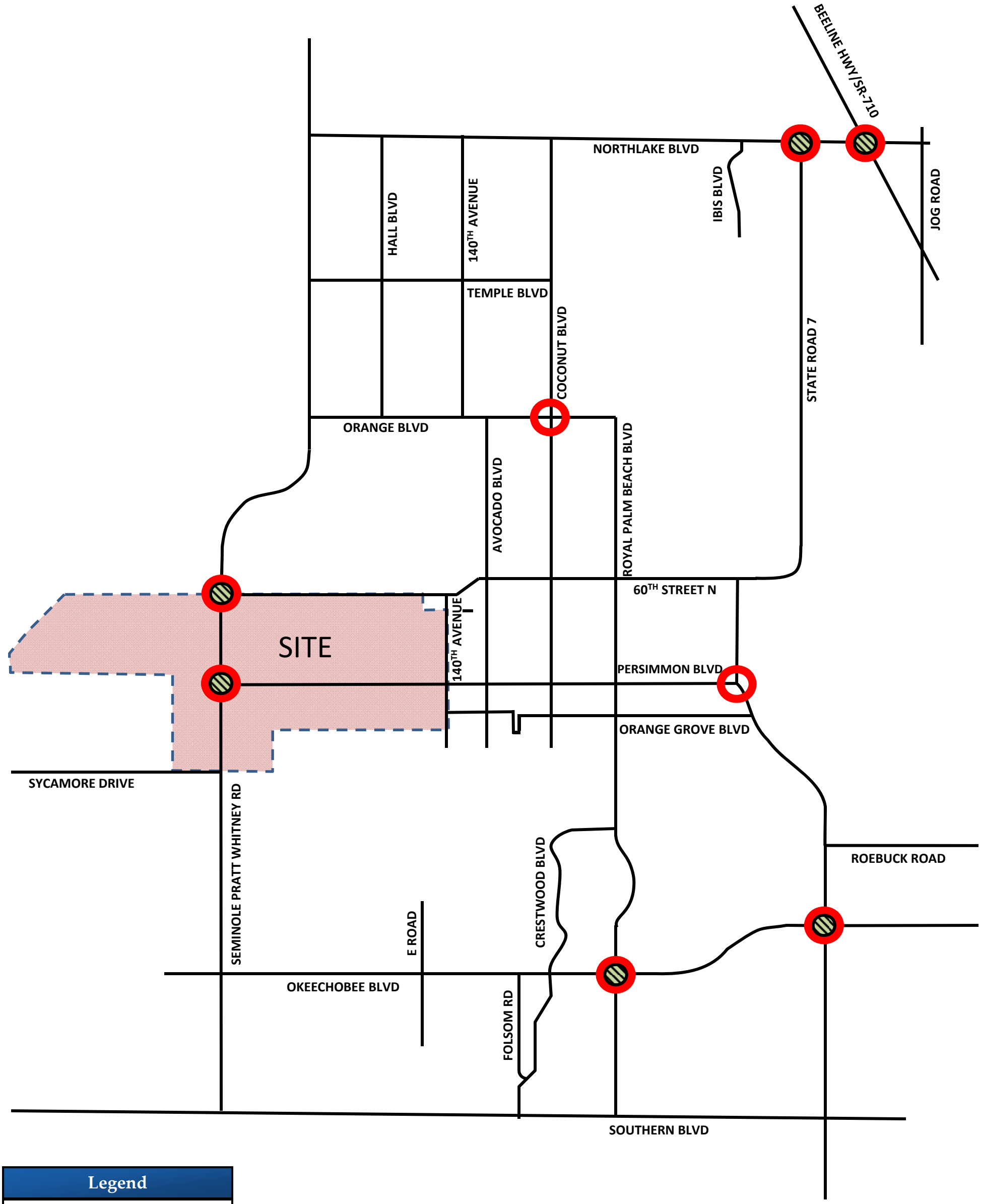


Figure 1
2035 Intersection Failures with Programmed Improvements – All Access
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS
Palm Beach County, Florida

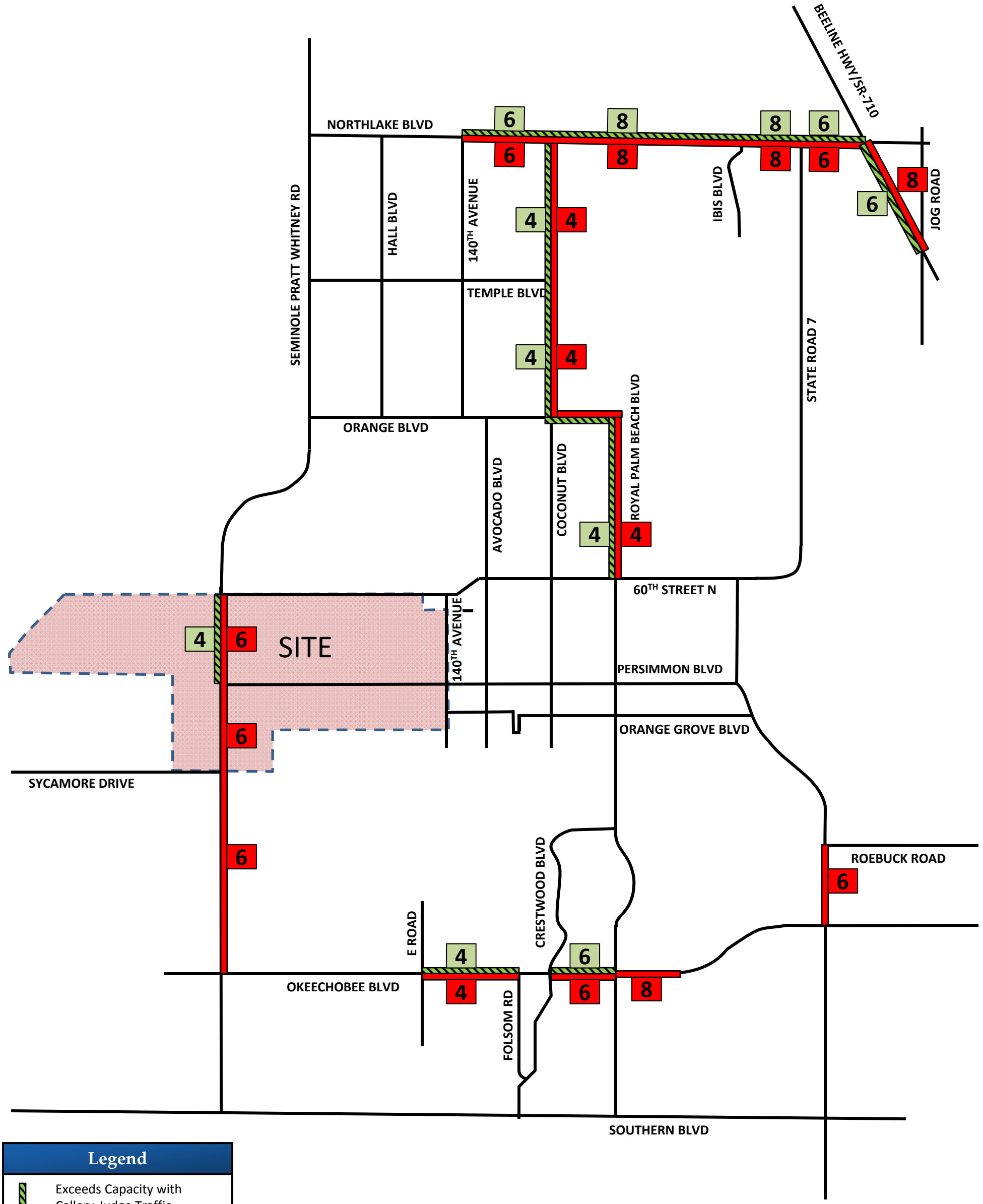


Figure 2
2035 Roadway Failures with Programmed Improvements – All Access
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS
Palm Beach County, Florida

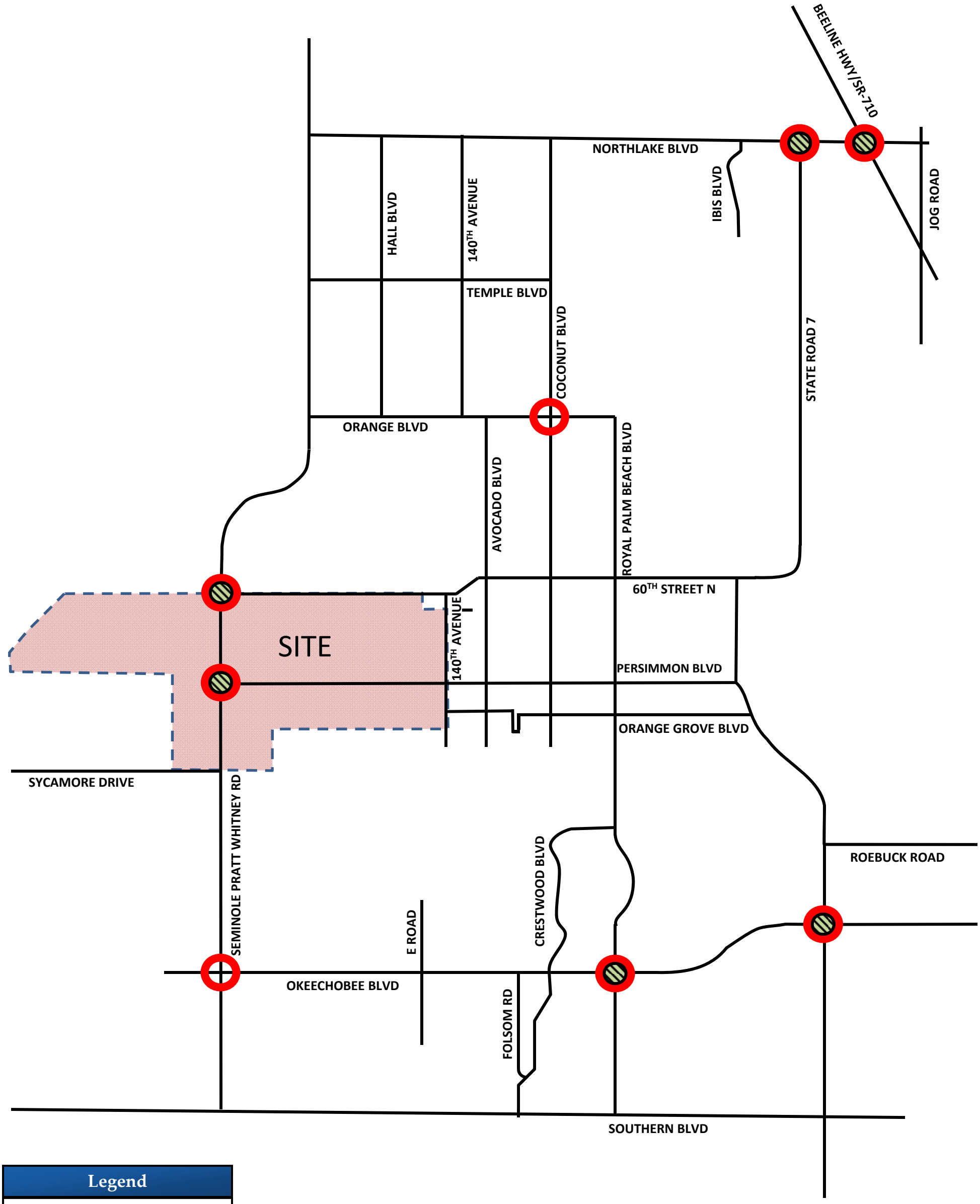


Figure 3
2035 Intersection Failures with Programmed Improvements – Restricted Access
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS
Palm Beach County, Florida

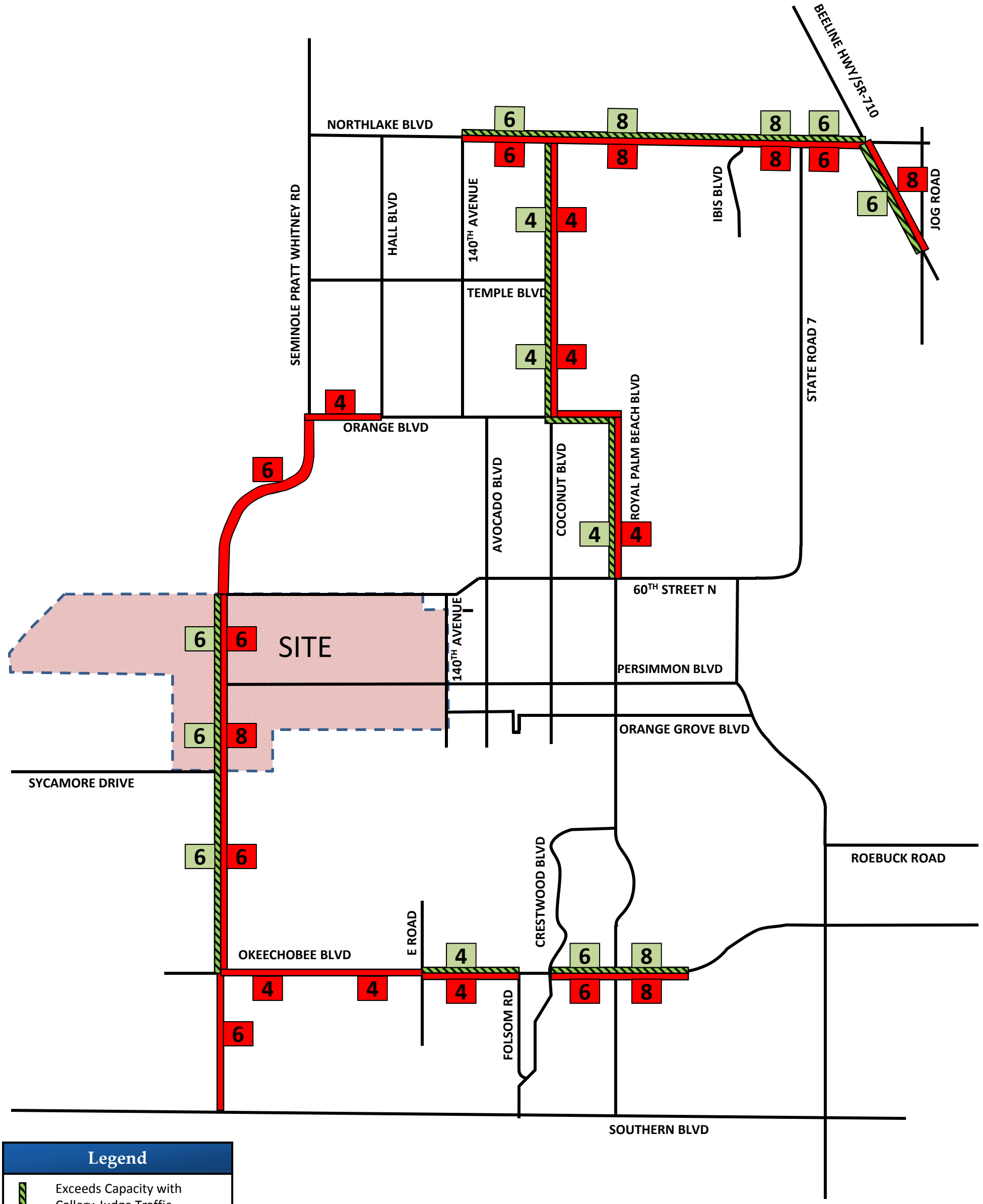


Figure 4
2035 Roadway Failures with Programmed Improvements – Restricted Access
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS
Palm Beach County, Florida

7.0 FINDINGS

McMahon has performed a comparative traffic impact analysis for the Callery-Judge/Minto West property located on the east and west sides of Seminole Pratt Whitney Road at 60th Street, in Unincorporated Palm Beach County. The analysis was performed at the request of the ITID. The study compared the traffic impacts of the previously approved Callery-Judge Grove intensities with the traffic impacts for the proposed Minto West project. The analysis yielded the following findings for each scenario:

All Access Scenario

- Projected traffic from either Callery-Judge or Minto West is expected to cause six (6) intersections to exceed their adopted capacity. Two (2) additional intersections are expected to exceed their adopted capacity with the Minto West project only.
- Projected traffic from either Callery-Judge or Minto West is expected to cause nine (9) roadway segments to exceed their adopted capacity and require the same number of additional lanes to mitigate the impacts.
- Beeline Highway south of Northlake Boulevard needs to be widened to six (6) lanes to mitigate Callery-Judge traffic versus eight (8) lanes to mitigate Minto West traffic.
- Minto West traffic will require the widening of Seminole Pratt Road to six (6) lanes between 60th Street and Okeechobee Boulevard where Callery-Judge traffic will only require the widening of Seminole Pratt Road to four (4) lanes between 60th Street and Persimmon Boulevard.
- Additional roadway mitigation required only by Minto West traffic includes the widening of Okeechobee Boulevard to eight (8) lanes between Royal Palm Beach Boulevard and Wildcat Way and the widening of SR-7 to six (6) lanes from Okeechobee Boulevard to Roebuck Road.

Restricted Access

- Projected traffic from either Callery-Judge or Minto West is expected to cause six (6) intersections to exceed their adopted capacity. Two additional intersections are

expected to exceed their adopted capacity with the Minto West project only.

- Projected traffic from either Callery-Judge or Minto West is expected to cause 12 roadway segments to exceed their adopted capacity and require the same number of additional lanes to mitigate the impacts.
- Beeline Highway south of Northlake Boulevard needs to be widened to six (6) lanes to mitigate Callery-Judge traffic versus eight (8) lanes to mitigate Minto West traffic.
- Minto West traffic will require the widening of Seminole Pratt Road to eight (8) lanes between Sycamore Drive and Persimmon Boulevard, where Callery-Judge traffic will only require the widening of the same segment to six (6) lanes.
- Additional roadway mitigation required only by Minto West traffic includes the widening of Okeechobee Boulevard to four (4) lanes between Seminole Pratt Whitney Road and 140th Avenue, Seminole Pratt Whitney Road between Okeechobee Boulevard and Southern Boulevard to six (6) lanes, Seminole Pratt Whitney Road between 60th Street and Orange Boulevard to six (6) lanes and Orange Boulevard between Seminole Pratt Whitney Road and Hall Boulevard to four (4) lanes.

APPENDIX A

EXCERPTS FROM MINTO WEST TRAFFIC ANALYSIS

MINTO WEST – ALL ACCESS

Exhibit 6A
Minto West
Test 1 Link Analysis - AM Peak Hour

Roadway	Link	Lanes	Dir	AM PEAK HOUR												Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		Service
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Volume
60th Street North	Seminole Pratt-Whitney Rd to 140th Ave (4)	2L	EB	13	-	2	2	76		91	880	Yes	496	586	Yes		
		2L	WB	13	-	2	2	19		34	880	Yes	335	368	Yes		
	140th Ave to Avocado Blvd (4)	2L	EB	13	-	2	2	76		91	880	Yes	434	524	Yes		
		2L	WB	13	-	2	2	19		34	880	Yes	293	326	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	13	-	2	2	76		91	880	Yes	341	431	Yes		
		2L	WB	13	-	2	2	19		34	880	Yes	230	264	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	13	-	2	2	76		91	880	Yes	279	369	Yes		
		2L	WB	13	-	2	2	19		34	880	Yes	188	222	Yes		
	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	6	-	1	1	152		159	880	Yes	248	406	Yes		
		2L	WB	9	-	1	1	38		48	880	Yes	167	215	Yes		
Coconut Blvd	Orange Grove Blvd to Persimmon Blvd	2L	NB	181	-	21	21			202	880	Yes	15	217	Yes		
		2L	SB	73	-	8	8			81	880	Yes	10	92	Yes		
	Persimmon Blvd to 60th St	2L	NB	181	-	21	21			202	880	Yes	15	217	Yes		
		2L	SB	73	-	8	8			81	880	Yes	10	92	Yes		
	60th St to Orange Blvd	2L	NB	181	114	21	135			316	880	Yes	62	378	Yes		
		2L	SB	73	40	8	48			121	880	Yes	42	163	Yes		
	Orange Blvd to Temple Blvd	2L	NB	741	363	86	449	(320)		870	880	Yes	139	1,009	NO	4LD	1960
		2L	SB	351	99	41	140	(80)		411	880	Yes	94	505	Yes		
	Temple Blvd to Northlake Blvd	2L	NB	1,018	320	118	438	(320)		1,136	880	NO	155	1,291	NO	4LD	1960
		2L	SB	231	68	27	95	(80)		246	880	Yes	105	350	Yes		
Jog Road	Turnpike Entrance to Okeechobee Blvd	6LD	SB	1,044	138	121	259			1,303	2,680	Yes	186	1,489	Yes		
	Turnpike Entrance to Northlake Blvd (5)	4LD	SB	998	-	78	78			1,076	1,770	Yes	124	1,199	Yes		
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	814	301	94	395	(152)		1,057	1,960	Yes	480	1,537	Yes		
		4LD	WB	235	94	27	121	(38)		318	1,960	Yes	324	643	Yes		
	Hall Blvd to 140th Ave (6)	4LD	EB	814	301	94	395	(152)		1,057	1,960	Yes	496	1,553	Yes		
		4LD	WB	235	94	27	121	(38)		318	1,960	Yes	335	653	Yes		
	140th Ave to Coconut Blvd (6)	4LD	EB	1,345	405	156	561	(152)		1,754	1,960	Yes	496	2,250	NO	6LD	2940
		4LD	WB	311	139	36	175	(38)		448	1,960	Yes	335	783	Yes		
	Coconut Blvd to Ibis Blvd	4LD	EB	2,359	821	274	1,095	(472)		2,982	1,960	NO	619	3,601	NO	8LD	3940
		4LD	WB	459	168	53	221	(118)		562	1,960	Yes	418	981	Yes		
	Ibis Blvd to SR 7	4LD	EB	2,541	842	295	1,137	(472)		3,206	1,960	NO	588	3,794	NO	8LD	3940
		4LD	WB	615	140	71	211	(118)		708	1,960	Yes	397	1,106	Yes		
	SR 7 to Beeline Hwy	4LD	EB	2,541	842	295	1,137			3,678	3,320	NO	697	4,375	NO	6LD	4980
		4LD	WB	615	140	71	211			826	3,320	Yes	471	1,297	Yes		
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	1,426	76	165	241			1,667	2,940	Yes	465	2,132	Yes		
		6LD	WB	491	341	57	398			889	2,940	Yes	314	1,203	Yes		
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	1,846	117	214	331			2,177	2,680	Yes	310	2,487	Yes		
		6LD	WB	702	117	81	198			900	2,680	Yes	209	1,110	Yes		
	Steeplechase Dr. to Military Trail	6LD	EB	2,316	165	269	434			2,750	2,940	Yes	279	3,028	NO	8LD	3940
		6LD	WB	1,122	142	130	272			1,394	2,940	Yes	188	1,582	Yes		
	Military Trail to I-95 (7)	6LD	EB	2,065	157	239	396			2,461	3,890	Yes	155	2,616	Yes		

Exhibit 6A
Minto West
Test 1 Link Analysis - AM Peak Hour

Roadway	Link	Lanes	Dir	AM PEAK HOUR												Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Service Volume
Okeechobee Blvd	Seminole Pratt Whitney Rd to B Road (8)	2L	EB	517	55	66	121			638	1,140	Yes	310	947	Yes		
		2L	WB	353	23	45	68			421	1,140	Yes	209	630	Yes		
	B Road to 140th Ave (E Road) (8)	2L	EB	517	44	66	110			627	1,140	Yes	294	921	Yes		
		2L	WB	353	18	45	63			416	1,140	Yes	199	615	Yes		
	140th Ave (E Road) to Folsom Rd	2L	EB	766	61	89	150			916	880	NO	279	1,195	NO	4LD	1960
		2L	WB	457	47	53	100			557	880	Yes	188	745	Yes		
	Folsom Road to Crestwood Blvd	4LD	EB	766	36	89	125			891	1,770	Yes	263	1,154	Yes		
		4LD	WB	457	38	53	91			548	1,770	Yes	178	726	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,438	59	167	226			1,664	1,770	Yes	248	1,912	NO	6LD	2680
		4LD	WB	825	71	96	167			992	1,770	Yes	167	1,159	Yes		
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,391	174	277	451	(320)		2,522	2,680	Yes	248	2,770	NO	8LD	3590
		6LD	WB	990	149	115	264	(80)		1,174	2,680	Yes	167	1,341	Yes		
	Wildcat Way to SR 7	8LD	EB	2,166	214	251	465	(320)		2,311	3,590	Yes	232	2,543	Yes		
	SR 7 to Sansbury's Way	8LD	EB	2,675	315	310	625		(829)	2,471	3,940	Yes	418	2,889	Yes		
		8LD	WB	1,035	186	120	306		(408)	933	3,940	Yes	282	1,215	Yes		
	Sansbury's Way to Benoist Farms Rd	8LD	EB	3,026	376	351	727		(829)	2,924	3,590	Yes	387	3,311	Yes		
		8LD	WB	1,120	242	130	372		(408)	1,084	3,590	Yes	262	1,345	Yes		
	Benoist Farms Rd to Skees Rd	8LD	EB	2,889	398	335	733		(829)	2,793	3,590	Yes	372	3,165	Yes		
		8LD	WB	1,302	281	151	432		(408)	1,326	3,590	Yes	251	1,577	Yes		
	Skees Rd to Jog Rd	8LD	EB	2,966	302	344	646		(829)	2,783	3,590	Yes	372	3,155	Yes		
		8LD	WB	1,345	260	156	416		(408)	1,353	3,590	Yes	251	1,604	Yes		
	Jog Rd to Turnpike (7)	8LD	EB	2,983	319	346	665		(132)	3,516	5,651	Yes	232	3,748	Yes		
	Turnpike to Haverhill Rd (7)	8LD	EB	3,162	282	367	649			3,811	4,164	Yes	232	4,043	Yes		
	Haverhill Rd to Military Trail (7)	8LD	EB	3,375	141	391	532			3,907	5,081	Yes	201	4,109	Yes		
Orange Blvd	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	331	58	38	96	76		503	880	Yes	93	596	Yes		
		2L	WB	244	51	28	79	19		342	880	Yes	63	405	Yes		
	Hall Blvd to 140th Ave	2L	EB	331	35	38	73	76		480	880	Yes	62	542	Yes		
		2L	WB	244	34	28	62	19		325	880	Yes	42	367	Yes		
	140th Ave to Avocado Blvd	2L	EB	490	61	57	118	76		684	880	Yes	62	746	Yes		
		2L	WB	185	26	21	47	19		251	880	Yes	42	293	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	490	61	57	118	76		684	880	Yes	77	761	Yes		
		2L	WB	185	26	21	47	19		251	880	Yes	52	304	Yes		
Orange Grove Blvd / 44th Place	140th Ave to Avocado Blvd (4)	2L	EB	172	-	25	25			197	880	Yes	186	383	Yes		
		2L	WB	51	-	7	7			58	880	Yes	126	184	Yes		
	Avocado Blvd to Coconut Blvd(4)	2L	EB	172	-	25	25			197	880	Yes	186	383	Yes		
		2L	WB	51	-	7	7			58	880	Yes	126	184	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	282	-	36	36			318	880	Yes	170	488	Yes		
		2L	WB	54	-	7	7			61	880	Yes	115	176	Yes		
	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	305	-	39	39			344	880	Yes	124	468	Yes		
		2L	WB	63	-	8	8			71	880	Yes	84	155	Yes		

Exhibit 6A
Minto West
Test 1 Link Analysis - AM Peak Hour

Roadway	Link	Lanes	Dir	AM PEAK HOUR												Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		Service
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Volume
Persimmon Blvd	140th Ave to Avocado Blvd (4)	2L	EB	263	-	38	38			301	880	Yes	403	704	Yes		
		2L	WB	143	-	21	21			164	880	Yes	272	436	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	263	-	38	38			301	880	Yes	387	688	Yes		
		2L	WB	143	-	21	21			164	880	Yes	262	425	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	441	2	54	56			497	880	Yes	372	868	Yes		
		2L	WB	113	5	14	19			132	880	Yes	251	383	Yes		
	Royal Palm Beach Blvd to SR 7	2L	EB	455	6	53	59			514	880	Yes	310	823	Yes		
		2L	WB	162	15	19	34			196	880	Yes	209	405	Yes		
Royal Palm Beach Blvd	RPB North City Limits to Orange Grove Blvd	4LD	NB	499	7	58	65	(320)		244	1,960	Yes	73	317	Yes		
		4LD	SB	585	21	68	89	(80)		594	1,960	Yes	108	702	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	499	7	58	65	(320)		244	1,960	Yes	42	286	Yes		
		4LD	SB	585	21	68	89	(80)		594	1,960	Yes	62	656	Yes		
	Persimmon Blvd to 60th Street N	2L	NB	499	15	58	73	(320)		252	880	Yes	15	267	Yes		
		2L	SB	585	24	68	92	(80)		597	880	Yes	10	607	Yes		
	60th Street N to Orange Blvd	2L	NB	538	7	62	69	(301)		306	880	Yes	15	322	Yes		
		2L	SB	900	21	104	125	(4)		1,021	880	NO	10	1,032	NO	4LD	1960
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	370	218	43	261			631	1,960	Yes	460	1,091	Yes		
		4LD	SB	844	149	98	247			1,091	1,960	Yes	681	1,772	Yes		
	Okeechobee Blvd to Sycamore/Site (9)	4LD	NB	624	175	72	247			871	1,960	Yes	690	1,562	Yes		
		4LD	SB	786	82	91	173			959	1,960	Yes	1,022	1,981	NO	6LD	2940
	Sycamore/Site to Persimmon Blvd	4LD	NB	878	201	102	303			1,181	1,960	Yes	795	1,976	NO	6LD	2940
		4LD	SB	728	102	84	186			914	1,960	Yes	1,177	2,091	NO	6LD	2940
	Persimmon Blvd to 60th St N (11)	2L	NB	878	210	102	312			1,190	810	NO	991	2,181	NO	6LD	2680
		2L	SB	728	113	84	197			925	810	NO	669	1,595	NO	6LD	2680
	60th St N to Orange Blvd	4LD	NB	550	201	64	265	(76)		739	1,960	Yes	836	1,575	Yes		
		4LD	SB	597	102	69	171	(19)		749	1,960	Yes	565	1,314	Yes		
	Orange Blvd to Temple Blvd (6)	4LD	NB	487	14	56	70	(152)		405	1,960	Yes	619	1,025	Yes		
		4LD	SB	506	16	59	75	(38)		543	1,960	Yes	418	961	Yes		
	Temple Blvd to Northlake Blvd (6)	4LD	NB	487	14	56	70	(152)		405	1,960	Yes	496	901	Yes		
		4LD	SB	506	16	59	75	(38)		543	1,960	Yes	335	877	Yes		
	Northlake Blvd to North (4)	2L	NB	42	28	5	33			75	1,140	Yes	15	90	Yes		
Southern Boulevard	CR 880 to Lion Country Safari	4LD	EB	445	73	52	125			570	2,420	Yes	52	622	Yes		
		4LD	WB	889	112	103	215			1,104	2,420	Yes	77	1,182	Yes		
	Lion Country Safari to Seminole Pratt (6)	6LD	EB	625	991	72	1,063			1,688	2,940	Yes	63	1,751	Yes		
		6LD	WB	915	393	106	499			1,414	2,940	Yes	93	1,507	Yes		
	Seminole Pratt to Binks Forest Dr (6)	6LD	EB	1,195	884	139	1,023			2,218	2,940	Yes	588	2,806	Yes		
		6LD	WB	1,095	405	127	532			1,627	2,940	Yes	397	2,024	Yes		
	Binks Forest Dr to Big Blue Tr (6)	6LD	EB	1,563	768	181	949			2,512	2,940	Yes	526	3,039	NO	8LD	3940
		6LD	WB	1,193	475	138	613			1,806	2,940	Yes	356	2,162	Yes		
	Big Blue Trace to Palms West Pkwy (6)	6LD	EB	1,997	663	232	895			2,892	2,680	NO	480	3,372	NO	8LD	3590
		6LD	WB	1,619	406	188	594			2,213	2,680	Yes	324	2,537	Yes		
	Palms West Pkwy to Forest Hill Blvd	6LD	EB	1,997	651	232	883			2,880	2,680	NO	480	3,360	NO	8LD	3590
		6LD	WB	1,619	414	188	602			2,221	2,680	Yes	324	2,545	Yes		

Exhibit 6A
Minto West
Test 1 Link Analysis - AM Peak Hour

Roadway	Link	Lanes	Dir	AM PEAK HOUR													Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		Service
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Volume
Southern Boulevard	Forest Hill Blvd to Cypress Head	6LD	EB	2,895	526	336	862			3,757	2,940	NO	356	4,113	NO	8LD+	4940
		6LD	WB	1,549	284	180	464			2,013	2,940	Yes	241	2,253	Yes		
	Cypress Head to Royal Palm Beach Blvd	6LD	EB	2,872	455	333	788			3,660	2,940	NO	356	4,016	NO	8LD+	4940
		6LD	WB	1,495	270	173	443			1,938	2,940	Yes	241	2,179	Yes		
	Royal Palm Beach Blvd to SR 7	8LD	EB	3,243	502	376	878			4,121	3,940	NO	356	4,477	NO	8LD+	4940
		8LD	WB	1,856	311	215	526			2,382	3,940	Yes	241	2,623	Yes		
	SR 7 to Sansbury's Way	8LD	EB	3,647	357	423	780			4,427	3,940	NO	310	4,737	NO	8LD+	4940
		8LD	WB	1,890	267	219	486			2,376	3,940	Yes	209	2,585	Yes		
	Sansbury's Way to Benoist Farms Rd	8LD	EB	3,528	64	409	473			4,001	3,940	NO	279	4,280	NO	8LD+	4940
	Benoist Farms Rd to Pike Rd/TP	8LD	EB	3,528	31	409	440			3,968	3,590	NO	279	4,247	NO	8LD+	4500
		8LD	WB	2,036	73	236	309			2,345	3,590	Yes	188	2,533	Yes		
SR 7	Belvedere Rd to Okeechobee Blvd	6LD	NB	846	275	98	373			1,219	2,680	Yes	136	1,355	Yes		
		6LD	SB	1,666	287	193	480			2,146	2,680	Yes	201	2,348	Yes		
	Okeechobee Blvd to Roebuck Rd (6)	4LD	NB	263	29	31	60	320	451	1,094	1,960	Yes	282	1,376	Yes		
		4LD	SB	1,310	47	152	199	80	31	1,620	1,960	Yes	418	2,038	NO	6LD	2940
	Roebuck Rd to Orange Grove Blvd (6)	4LD	NB	263	37	31	68	320		651	3,320	Yes	356	1,006	Yes		
		4LD	SB	1,310	45	152	197	80		1,587	3,320	Yes	526	2,113	Yes		
	Orange Grove Blvd to Persimmon Blvd (6)	4LD	NB	263	37	31	68	320		651	3,320	Yes	282	933	Yes		
		4LD	SB	1,310	45	152	197	80		1,587	3,320	Yes	418	2,005	Yes		
	Persimmon Blvd to 60th Street N (6)	4LD	NB	-	-	-	-	320		320	3,320	Yes	126	446	Yes		
		4LD	SB	-	-	-	-	80		80	3,320	Yes	186	266	Yes		
	60th Street N to Northlake Blvd (6)	4LD	NB	-	-	-	-	472		472	3,320	Yes	124	596	Yes		
		4LD	SB	-	-	-	-	118		118	3,320	Yes	84	202	Yes		
SR 710 - Beeline Highway	Northlake Blvd to Jog Rd	4LD	EB	1,749	886	203	1,089			2,838	1,960	NO	139	2,977	NO	8LD	3940
Turnpike	Lake Worth Rd to Southern Blvd (10)	4LX	SB	2,567	-	312	312			2,879	3,720	Yes	248	3,127	Yes		

(1) Count data from Palm Beach County. See Appendix A.
(2) Committed development data from County TPS Database. See Appendix D.
(3) Diversion analysis included in Appendix F.
(4) Link count based on intersection count data from 2008-2013. See Appendix A.
(5) Utilizes 2020 traffic volume projection from Jog Road Extension Intersection Study by PTC, PTC#09-068, dated 9/23/10. See Appendix A.
(6) Includes programmed improvement to 4 lanes (Northlake Blvd in 2017, SR 7 in 2016, 2017 & 2018, Seminole Pratt-Whitney Rd in 2014) and 6 lanes Southern Blvd in 2018.
(7) Utilizes CRALLS service volume.
(8) Utilized 2011 count.
(9) Utilized average of adjacent counts.
(10) Utilized FDOT 2012 count.
(11) Utilized Class II volume for buildout year.

Exhibit 6B
Minto West
Test 1 Link Analysis - PM Peak Hour

Roadway	Link	Lanes	Dir	PM PEAK HOUR												Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Service Volume
60th Street North	Seminole Pratt-Whitney Rd to 140th Ave (4)	2L	EB	6	-	1	1	29		36	880	Yes	398	433	Yes		
		2L	WB	20	-	2	2	67		89	880	Yes	465	555	Yes		
	140th Ave to Avocado Blvd (4)	2L	EB	6	-	1	1	29		36	880	Yes	348	384	Yes		
		2L	WB	20	-	2	2	67		89	880	Yes	407	496	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	6	-	1	1	29		36	880	Yes	273	309	Yes		
		2L	WB	20	-	2	2	67		89	880	Yes	320	409	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	6	-	1	1	29		36	880	Yes	224	259	Yes		
		2L	WB	20	-	2	2	67		89	880	Yes	262	351	Yes		
	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	6	-	1	1	57		64	880	Yes	199	262	Yes		
		2L	WB	10	-	1	1	133		144	880	Yes	233	377	Yes		
Coconut Blvd	Orange Grove Blvd to Persimmon Blvd	2L	NB	108	-	13	13			121	880	Yes	12	133	Yes		
		2L	SB	173	-	20	20			193	880	Yes	15	208	Yes		
	Persimmon Blvd to 60th St	2L	NB	108	-	13	13			121	880	Yes	12	133	Yes		
		2L	SB	173	-	20	20			193	880	Yes	15	208	Yes		
	60th St to Orange Blvd	2L	NB	108	75	13	88			196	880	Yes	50	245	Yes		
		2L	SB	173	154	20	174			347	880	Yes	58	405	Yes		
	Orange Blvd to Temple Blvd	2L	NB	435	181	50	231	(120)		546	880	Yes	112	658	Yes		
		2L	SB	639	456	74	530	(280)		889	880	NO	131	1,020	NO	4LD	1960
	Temple Blvd to Northlake Blvd	2L	NB	325	114	38	152	(120)		357	880	Yes	124	481	Yes		
		2L	SB	820	380	95	475	(280)		1,015	880	NO	145	1,160	NO	4LD	1960
Jog Road	Turnpike Entrance to Okeechobee Blvd	6LD	NB	1,198	164	139	303			1,501	2,680	Yes	174	1,675	Yes		
		6LD	SB	1,154	225	140	365			1,519	2,680	Yes	149	1,668	Yes		
	Turnpike Entrance to Northlake Blvd (5)	4LD	NB	1,156	-	90	90			1,246	1,770	Yes	116	1,362	Yes		
		4LD	SB	1,180	-	92	92			1,272	1,770	Yes	99	1,371	Yes		
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	294	159	34	193	(57)		430	1,960	Yes	385	815	Yes		
		4LD	WB	620	380	72	452	(133)		939	1,960	Yes	451	1,390	Yes		
	Hall Blvd to 140th Ave (6)	4LD	EB	294	159	34	193	(57)		430	1,960	Yes	398	828	Yes		
		4LD	WB	620	380	72	452	(133)		939	1,960	Yes	465	1,404	Yes		
	140th Ave to Coconut Blvd (6)	4LD	EB	378	261	44	305	(57)		626	1,960	Yes	398	1,023	Yes		
		4LD	WB	1,181	544	137	681	(133)		1,729	1,960	Yes	465	2,194	NO	6LD	2940
	Coconut Blvd to Ibis Blvd	4LD	EB	669	283	78	361	(177)		853	1,960	Yes	497	1,350	Yes		
		4LD	WB	2,034	965	236	1,201	(413)		2,822	1,960	NO	582	3,403	NO	8LD	3940
	Ibis Blvd to SR 7	4LD	EB	820	236	95	331	(177)		974	1,960	Yes	472	1,446	Yes		
		4LD	WB	2,117	951	246	1,197	(413)		2,901	1,960	NO	553	3,453	NO	8LD	3940
	SR 7 to Beeline Hwy	4LD	EB	820	236	95	331			1,151	3,320	Yes	559	1,710	Yes		
		4LD	WB	2,117	951	246	1,197			3,314	3,320	Yes	654	3,968	NO	6LD	4980
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	690	377	80	457			1,147	2,940	Yes	373	1,520	Yes		
		6LD	WB	1,299	99	151	250			1,549	2,940	Yes	436	1,985	Yes		
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	1,034	145	120	265			1,299	2,680	Yes	249	1,547	Yes		
		6LD	WB	1,682	130	195	325			2,007	2,680	Yes	291	2,298	Yes		
	Steeplechase Dr. to Military Trail	6LD	EB	1,467	182	170	352			1,819	2,940	Yes	224	2,043	Yes		
		6LD	WB	2,170	180	252	432			2,602	2,940	Yes	262	2,863	Yes		
	Military Trail to I-95 (7)	6LD	WB	2,065	204	239	443			2,508	3,890	Yes	145	2,654	Yes		

Exhibit 6B
Minto West
Test 1 Link Analysis - PM Peak Hour

Roadway	Link	Lanes	Dir	PM PEAK HOUR													Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Service Volume
Okeechobee Blvd	Seminole Pratt Whitney Rd to B Road (8)	2L	EB	290	29	37	66			356	1,140	Yes	249	604	Yes		
		2L	WB	520	48	66	114			634	1,140	Yes	291	925	Yes		
	B Road to 140th Ave (E Road) (8)	2L	EB	290	23	37	60			350	1,140	Yes	236	586	Yes		
		2L	WB	520	39	66	105			625	1,140	Yes	276	901	Yes		
	140th Ave (E Road) to Folsom Rd	2L	EB	520	99	60	159			679	880	Yes	224	903	NO	4LD	1960
		2L	WB	730	107	85	192			922	880	NO	262	1,183	NO	4LD	1960
	Folsom Road to Crestwood Blvd	4LD	EB	520	92	60	152			672	1,770	Yes	211	884	Yes		
		4LD	WB	730	92	85	177			907	1,770	Yes	247	1,154	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,000	146	116	262			1,262	1,770	Yes	199	1,461	Yes		
		4LD	WB	1,464	142	170	312			1,776	1,770	NO	233	2,008	NO	6LD	2680
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	1,379	301	160	461	(120)		1,720	2,680	Yes	199	1,919	Yes		
		6LD	WB	2,075	335	241	576	(280)		2,371	2,680	Yes	233	2,603	Yes		
	Wildcat Way to SR 7	8LD	EB	1,248	289	145	434	(120)		1,562	3,590	Yes	186	1,748	Yes		
		8LD	WB	2,131	364	247	611	(280)		2,462	3,590	Yes	218	2,680	Yes		
	SR 7 to Sansbury's Way	8LD	EB	1,264	400	147	547		(336)	1,475	3,940	Yes	335	1,810	Yes		
		8LD	WB	2,575	505	299	804		(891)	2,488	3,940	Yes	393	2,880	Yes		
	Sansbury's Way to Benoist Farms Rd	8LD	EB	1,437	429	167	596		(336)	1,697	3,590	Yes	311	2,007	Yes		
		8LD	WB	2,902	522	337	859		(891)	2,870	3,590	Yes	364	3,233	Yes		
	Benoist Farms Rd to Skees Rd	8LD	EB	1,376	463	160	623		(336)	1,663	3,590	Yes	298	1,961	Yes		
		8LD	WB	2,827	545	328	873		(891)	2,809	3,590	Yes	349	3,158	Yes		
	Skees Rd to Jog Rd	8LD	EB	1,454	421	169	590		(336)	1,708	3,590	Yes	298	2,006	Yes		
		8LD	WB	2,976	453	345	798		(891)	2,883	3,590	Yes	349	3,232	Yes		
	Jog Rd to Turnpike (7)	8LD	EB	2,014	739	234	973		(63)	2,924	5,651	Yes	186	3,110	Yes		
		8LD	WB	2,622	423	304	727		(132)	3,217	5,651	Yes	218	3,435	Yes		
	Turnpike to Haverhill Rd (7)	8LD	WB	3,078	282	357	639			3,717	4,164	Yes	218	3,935	Yes		
	Haverhill Rd to Military Trail (7)	8LD	WB	3,070	245	356	601			3,671	5,081	Yes	189	3,860	Yes		
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	465	106	54	160	29		654	880	Yes	75	728	Yes		
		2L	WB	472	109	55	164	67		703	880	Yes	87	790	Yes		
	Hall Blvd to 140th Ave	2L	EB	465	66	54	120	29		614	880	Yes	50	664	Yes		
		2L	WB	472	67	55	122	67		661	880	Yes	58	719	Yes		
	140th Ave to Avocado Blvd	2L	EB	286	50	33	83	29		398	880	Yes	50	448	Yes		
		2L	WB	469	88	54	142	67		678	880	Yes	58	737	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	286	50	33	83	29		398	880	Yes	62	460	Yes		
		2L	WB	469	88	54	142	67		678	880	Yes	73	751	Yes		
Orange Grove Blvd 44th Place	140th Ave to Avocado Blvd (4)	2L	EB	89	-	13	13			102	880	Yes	149	251	Yes		
		2L	WB	183	-	26	26			209	880	Yes	174	384	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	89	-	13	13			102	880	Yes	149	251	Yes		
		2L	WB	183	-	26	26			209	880	Yes	174	384	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	149	-	19	19			168	880	Yes	137	305	Yes		
		2L	WB	275	-	35	35			310	880	Yes	160	470	Yes		
	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	151	-	19	19			170	880	Yes	99	270	Yes		
		2L	WB	240	-	31	31			271	880	Yes	116	387	Yes		

Exhibit 6B
Minto West
Test 1 Link Analysis - PM Peak Hour

Roadway	Link	Lanes	Dir	PM PEAK HOUR												Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Service Volume
Persimmon Blvd	140th Ave to Avocado Blvd (4)	2L	EB	129	-	19	19			148	880	Yes	323	471	Yes		
		2L	WB	261	-	38	38			299	880	Yes	378	677	Yes		
	Avocado Blvd to Coconut Blvd (4)	2L	EB	129	-	19	19			148	880	Yes	311	458	Yes		
		2L	WB	261	-	38	38			299	880	Yes	364	662	Yes		
	Coconut Blvd to Royal Palm Beach Blvd (4)	2L	EB	163	5	20	25			188	880	Yes	298	486	Yes		
		2L	WB	356	3	43	46			402	880	Yes	349	751	Yes		
	Royal Palm Beach Blvd to SR 7	2L	EB	255	16	30	46			301	880	Yes	249	549	Yes		
		2L	WB	363	10	42	52			415	880	Yes	291	706	Yes		
Royal Palm Beach Blvd	RPB North City Limits to Orange Grove Blvd	4LD	NB	679	21	79	100	(120)		659	1,960	Yes	102	761	Yes		
		4LD	SB	622	12	72	84	(280)		426	1,960	Yes	87	513	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	679	21	79	100	(120)		659	1,960	Yes	58	717	Yes		
		4LD	SB	622	12	72	84	(280)		426	1,960	Yes	50	476	Yes		
	Persimmon Blvd to 60th Street N	2L	NB	679	25	79	104	(120)		663	880	Yes	12	675	Yes		
		2L	SB	622	20	72	92	(280)		434	880	Yes	15	449	Yes		
	60th Street N to Orange Blvd	2L	NB	865	21	100	121	(53)		933	880	NO	12	946	NO	4LD	1960
		2L	SB	638	12	74	86	(251)		473	880	Yes	15	488	Yes		
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	778	226	90	316			1,094	1,960	Yes	640	1,734	Yes		
		4LD	SB	441	290	51	341			782	1,960	Yes	547	1,329	Yes		
	Okeechobee Blvd to Sycamore/Site (9)	4LD	NB	780	194	90	284			1,064	1,960	Yes	960	2,024	NO	6LD	2940
		4LD	SB	518	231	60	291			809	1,960	Yes	820	1,629	Yes		
	Sycamore/Site to Persimmon Blvd	4LD	NB	781	166	91	257			1,038	1,960	Yes	1,105	2,143	NO	6LD	2940
		4LD	SB	595	222	69	291			886	1,960	Yes	944	1,830	Yes		
	Persimmon Blvd to 60th St N (11)	2L	NB	781	166	91	257			1,038	810	NO	795	1,833	NO	6LD	2680
		2L	SB	595	222	69	291			886	810	NO	931	1,817	NO	6LD	2680
	60th St N to Orange Blvd	4LD	NB	510	166	59	225	(29)		706	1,960	Yes	671	1,377	Yes		
		4LD	SB	592	222	69	291	(67)		816	1,960	Yes	785	1,601	Yes		
	Orange Blvd to Temple Blvd (6)	4LD	NB	537	31	62	93	(57)		573	1,960	Yes	497	1,070	Yes		
		4LD	SB	465	30	54	84	(133)		416	1,960	Yes	582	998	Yes		
	Temple Blvd to Northlake Blvd (6)	4LD	NB	537	31	62	93	(57)		573	1,960	Yes	398	971	Yes		
		4LD	SB	465	30	54	84	(133)		416	1,960	Yes	465	881	Yes		
	Northlake Blvd to North (4)	2L	NB	65	25	8	33			98	1,140	Yes	12	110	Yes		
		2L	SB	47	28	5	33			80	1,140	Yes	15	95	Yes		
Southern Blvd	CR 880 to Lion Country Safari	4LD	EB	811	117	94	211			1,022	2,420	Yes	73	1,095	Yes		
		4LD	WB	497	75	58	133			630	2,420	Yes	62	692	Yes		
	Lion Country Safari to Seminole Pratt (6)	6LD	EB	1,066	554	124	678			1,744	2,940	Yes	87	1,831	Yes		
		6LD	WB	607	903	70	973			1,580	2,940	Yes	75	1,655	Yes		
	Seminole Pratt to Binks Forest Dr (6)	6LD	EB	1,265	559	147	706			1,971	2,940	Yes	472	2,443	Yes		
		6LD	WB	1,105	846	128	974			2,079	2,940	Yes	553	2,632	Yes		
	Binks Forest Dr to Big Blue Tr (6)	6LD	EB	1,339	679	155	834			2,173	2,940	Yes	422	2,596	Yes		
		6LD	WB	1,349	882	156	1,038			2,387	2,940	Yes	494	2,882	Yes		
	Big Blue Trace to Palms West Pkwy (6)	6LD	EB	1,744	573	202	775			2,519	2,680	Yes	385	2,904	NO	8LD	3590
		6LD	WB	1,893	772	220	992			2,885	2,680	NO	451	3,335	NO	8LD	3590
	Palms West Pkwy to Forest Hill Blvd	6LD	EB	1,744	556	202	758			2,502	2,680	Yes	385	2,887	NO	8LD	3590
		6LD	WB	1,893	740	220	960			2,853	2,680	NO	451	3,303	NO	8LD	3590

Exhibit 6B
Minto West
Test 1 Link Analysis - PM Peak Hour

Roadway	Link	Lanes	Dir	PM PEAK HOUR													Prop. Improvements	
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets		
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?	Lanes	Service Volume
Southern Blvd	Forest Hill Blvd to Cypress Head	6LD	EB	1,953	456	226	682			2,635	2,940	Yes	286	2,921	Yes		
		6LD	WB	2,674	625	310	935			3,609	2,940	NO	334	3,944	NO	8LD+	4940
	Cypress Head to Royal Palm Beach Blvd	6LD	EB	2,028	400	235	635			2,663	2,940	Yes	286	2,949	NO	8LD+	4940
		6LD	WB	2,610	519	303	822			3,432	2,940	NO	334	3,766	NO	8LD+	4940
	Royal Palm Beach Blvd to SR 7	8LD	EB	2,389	543	277	820			3,209	3,940	Yes	286	3,495	Yes		
		8LD	WB	3,365	620	390	1,010			4,375	3,940	NO	334	4,710	NO	8LD+	4940
	SR 7 to Sansbury's Way	8LD	EB	2,230	390	259	649			2,879	3,940	Yes	249	3,127	Yes		
		8LD	WB	2,933	383	340	723			3,656	3,940	Yes	291	3,947	NO	8LD+	4940
	Sansbury's Way to Benoist Farms Rd	8LD	EB	2,125	192	246	438			2,563	3,940	Yes	224	2,787	Yes		
		8LD	WB	3,261	122	378	500			3,761	3,940	Yes	262	4,023	NO	8LD+	4940
	Benoist Farms Rd to Pike Rd/TP	8LD	EB	2,125	116	246	362			2,487	3,590	Yes	224	2,711	Yes		
		8LD	WB	3,261	119	378	497			3,758	3,590	NO	262	4,020	NO	8LD+	4500
SR 7	Belvedere Rd to Okeechobee Blvd	6LD	NB	1,726	452	200	652			2,378	2,680	Yes	189	2,567	Yes		
		6LD	SB	1,465	441	170	611			2,076	2,680	Yes	162	2,237	Yes		
	Okeechobee Blvd to Roebuck Rd (6)	4LD	NB	1,093	73	127	200	120	(72)	1,341	1,960	Yes	393	1,733	Yes		
		4LD	SB	451	63	52	115	280	484	1,330	1,960	Yes	335	1,666	Yes		
	Roebuck Rd to Orange Grove Blvd (6)	4LD	NB	1,093	73	127	200	120		1,413	3,320	Yes	494	1,907	Yes		
		4LD	SB	451	70	52	122	280		853	3,320	Yes	422	1,276	Yes		
	Orange Grove Blvd to Persimmon Blvd (6)	4LD	NB	1,093	73	127	200	120		1,413	3,320	Yes	393	1,805	Yes		
		4LD	SB	451	70	52	122	280		853	3,320	Yes	335	1,189	Yes		
	Persimmon Blvd to 60th St N (6)	4LD	NB	-	-	-	-	120		120	3,320	Yes	174	294	Yes		
		4LD	SB	-	-	-	-	280		280	3,320	Yes	149	429	Yes		
	60th St N to Northlake Blvd (6)	4LD	NB	-	-	-	-	177		177	3,320	Yes	99	276	Yes		
		4LD	SB	-	-	-	-	413		413	3,320	Yes	116	529	Yes		
SR 710/ Beeline Highway	Northlake Blvd to Jog Rd	4LD	EB	890	243	103	346			1,236	1,960	Yes	112	1,348	Yes		
		4LD	WB	1,421	964	165	1,129			2,550	1,960	NO	131	2,681	NO	8LD	3940
Turnpike	Lake Worth Rd to Southern Blvd (10)	4LX	NB	2,567	-	312	312			2,879	3,720	Yes	233	3,112	Yes		
		4LX	SB	3,228	-	392	392			3,620	3,720	Yes	199	3,819	NO (12)		

(1) Count data from Palm Beach County. See Appendix A.
(2) Committed development data from County TPS Database. See Appendix D.
(3) Diversion analysis included in Appendix F.
(4) Link count based on intersection count data from 2008-2013. See Appendix A.
(5) Utilizes 2020 traffic volume projection from Jog Road Extension Intersection Study by PTC, PTC#09-068, dated 9/23/10. See Appendix A.
(6) Includes programmed improvement to 4 lanes (Northlake Blvd in 2017, SR 7 in 2016, 2017 & 2018, Seminole Pratt-Whitney Rd in 2014) and 6 lanes Southern Blvd in 2018..
(7) Utilizes CRALLS service volume.
(8) Utilized 2011 count.
(9) Utilized average of adjacent counts.
(10) Utilized FDOT 2012 count.
(11) Utilized Class II volume for buildout year.
(12) Any trips assigned to a toll-financed facility shall be eliminated from the proportionate share analysis.

Exhibit 7A
Minto West
Proportionate Share Analysis - AM Peak Hour (1)

											AM PEAK HOUR (3)								
Roadway	Link	Prog. Lanes	Dir	Service Volume	Prop. Lanes	New Service Volume	Capacity Created	Length (miles)	Source/ Road Type	Cost of Improve. (2)	2035 Bkgd Traffic	Bkgd Def.	Bkgd Share Of Cost	Cost of Bkgd Deficiency	Project Traffic	Mitig. Project Traffic	2035 Total Traffic	Project Share Of Cost	Prop Share Calculation
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,328,466	870	-10	None	$ -	139	129	1009	11.9%	$ 158,678
			SB	880		1960	1080	1.0	Rural	$1,328,466	0	-880	None	$ -	0	0	0	0.0%	$ -
	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1960	1080	1.2	Rural	$1,594,159	1136	256	23.7%	$ 377,875	155	155	1291	14.4%	$ 228,791
			SB	880		1960	1080	1.2	Rural	$1,594,159	0	-880	None	$ -	0	0	0	0.0%	$ -
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	1960	6LD	2940	980	1.5	Rural	$1,785,521	1754	-206	None	$ -	496	290	2250	29.6%	$ 528,368
			WB	1960		2940	980	1.5	Rural	$1,785,521	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Coconut Blvd to Ibis	4LD	EB	1960	8LD	3940	1980	2.0	Rural	$5,036,934	2982	1022	51.6%	$ 2,599,872	619	619	3601	31.3%	$ 1,574,678
			WB	1960		3940	1980	2.0	Rural	$5,036,934	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Ibis to SR 7	4LD	EB	1960	8LD	3940	1980	0.5	Urban	$2,210,957	3206	1246	62.9%	$ 1,391,340	588	588	3794	29.7%	$ 656,587
			WB	1960		3940	1980	0.5	Urban	$2,210,957	0	-1960	None	$ -	0	0	0	0.0%	$ -
	SR 7 to Beeline Hwy	4LD	EB	3320	6LD	4980	1660	2.8	Rural	$3,332,972	3678	358	21.6%	$ 718,798	697	697	4375	42.0%	$ 1,399,447
			WB	3320		4980	1660	2.8	Rural	$3,332,972	0	-3320	None	$ -	0	0	0	0.0%	$ -
	Steeplechase Dr to Military Trail	6LD	EB	2940	8LD	3940	1000	1.3	Urban	$3,069,522	2750	-190	None	$ -	279	89	3029	8.9%	$ 273,187
			WB	2940		3940	1000	1.3	Urban	$3,069,522	0	-2940	None	$ -	0	0	0	0.0%	$ -
Okeechobee Blvd	140th Ave (E Rd) to Folsom Rd	2L	EB	880	4LD	1960	1080	1.2	Rural	$1,594,159	916	36	3.3%	$ 53,139	279	279	1195	25.8%	$ 411,824
			WB	880		1960	1080	1.2	Rural	$1,594,159	0	-880	None	$ -	0	0	0	0.0%	$ -
	Crestwood to Royal Palm Beach	4LD	EB	1770	6LD	2680	910	0.7	Urban	$1,442,520	1664	-106	None	$ -	248	142	1912	15.6%	$ 225,097
			WB	1770		2680	910	0.7	Urban	$1,442,520	0	-1770	None	$ -	0	0	0	0.0%	$ -
	Royal Palm Beach to Wildcat Way	6LD	EB	2680	8LD	3590	910	1.3	Urban	$3,069,522	2522	-158	None	$ -	248	90	2770	9.9%	$ 303,579
			WB	2680		3590	910	1.3	Urban	$3,069,522	0	-2680	None	$ -	0	0	0	0.0%	$ -
Royal Palm Beach Blvd	60th St to Orange Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,328,466	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.0	Rural	$1,328,466	1021	141	13.1%	$ 173,439	10	10	1031	0.9%	$ 12,301
Seminole Pratt Whitney Rd	Okeechobee Blvd to Sycamore	4LD	NB	1960	6LD	2940	980	2.1	Urban	$4,327,561	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	2.1	Urban	$4,327,561	959	-1001	None	$ -	1022	21	1981	2.1%	$ 92,733
	Sycamore to Persimmon Blvd	4LD	NB	1960	6LD	2940	980	1.1	Urban	$2,266,818	1181	-779	None	$ -	795	16	1976	1.6%	$ 37,009
			SB	1960		2940	980	1.1	Urban	$2,266,818	914	-1046	None	$ -	1177	131	2091	13.4%	$ 303,013
	Persimmon Blvd to 60th St	2L	NB	810	6LD	2680	1870	0.9	Urban	$3,915,501	1190	380	20.3%	$ 795,663	991	991	2181	53.0%	$ 2,075,006
			SB	810		2680	1870	0.9	Urban	$3,915,501	925	115	6.1%	$ 240,793	669	669	1594	35.8%	$ 1,400,786
Southern Blvd	Binks Forest to Big Blue Tr	6LD	EB	2940	8LD	3940	1000	2.0	Rural	$2,656,240	2512	-428	None	$ -	526	98	3038	9.8%	$ 260,312
			WB	2940		3940	1000	2.0	Rural	$2,656,240	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Big Blue Tr to Palms West Pkwy	6LD	EB	2680	8LD	3590	910	0.5	Urban	$1,180,585	2892	212	23.3%	$ 275,037	480	480	3372	52.7%	$ 622,726
			WB	2680		3590	910	0.5	Urban	$1,180,585	0	-2680	None	$ -	0	0	0	0.0%	$ -
	Palms West Pkwy to Forest Hill	6LD	EB	2680	8LD	3590	910	0.3	Urban	$708,351	2880	200	22.0%	$ 155,682	480	480	3360	52.7%	$ 373,636
			WB	2680		3590	910	0.3	Urban	$708,351	0	-2680	None	$ -	0	0	0	0.0%	$ -
	Forest Hill to Cypress Head	6LD	EB	2940	8LD-	4940	2000	0.6	Urban	$2,833,405	3757	817	40.9%	$ 1,157,446	356	356	4113	17.8%	$ 504,346
			WB	2940		4940	2000	0.6	Urban	$2,833,405	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Cypress Head to Royal Palm Beach	6LD	EB	2940	8LD-	4940	2000	0.4	Urban	$1,888,937	3660	720	36.0%	$ 680,017	356	356	4016	17.8%	$ 336,231
			WB	2940		4940	2000	0.4	Urban	$1,888,937	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Royal Palm Beach to SR 7	8LD	EB	3940	8LD-	4940	1000	1.7	Urban	$4,013,990	4121	181	18.1%	$ 726,532	356	356	4477	35.6%	$ 1,428,981
			WB	3940		4940	1000	1.7	Urban	$4,013,990	0	-3940	None	$ -	0	0	0	0.0%	$ -
	SR 7 to Sansbury	8LD	EB	3940	8LD+	4940	1000	1.1	Urban	$2,597,288	4427	487	48.7%	$ 1,264,879	310	310	4737	31.0%	$ 805,159
			WB	3940		4940	1000	1.1	Urban	$2,597,288	0	-3940	None	$ -	0	0	0	0.0%	$ -
	Sansbury to Benoist Farms	8LD	EB	3940	8LD+	4940	1000	0.6	Urban	$1,416,702	4001	61	6.1%	$ 86,419	279	279	4280	27.9%	$ 395,260
			WB	3940		4940	1000	0.6	Urban	$1,416,702	0	-3940	None	$ -	0	0	0	0.0%	$ -
	Benoist Farms to Pike Rd/Tpike	8LD	EB	3590	8LD-	4500	910	0.7	Urban	$1,652,820	3968	378	41.5%	$ 686,556	279	279	4247	30.7%	$ 506,744
			WB	3590		4500	910	0.7	Urban	$1,652,820	0	-3590	None	$ -	0	0	0	0.0%	$ -
SR 7	Okeechobee Blvd to Roebuck Rd	4LD	NB	1960	6LD	2940	980	0.5	Urban	$1,030,372	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	0.5	Urban	$1,030,372	1620	-340	None	$ -	418	78	2038	8.0%	$ 82,009
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	EB	1960	8LD	3940	1980	1.2	Rural	$3,022,161	2838	878	44.3%	$ 1,340,130	139	139	2977	7.0%	$ 212,162
			WB	1960		3940	1980	1.2	Rural	$3,022,161	0	-1960	None	$ -	0	0	0	0.0%	$ -

(1) See Exhibit 6A for traffic volume data.
(2) Calculation of improvement cost provided on Exhibit 7D.
(3) Background and Project Traffic are shown as '0' for insignificant or undercapacity links.
8LD- is comparable to 5 lanes in one direction.

Exhibit 7B
Minto West
Proportionate Share Analysis - PM Peak Hour (1)

											PM PEAK HOUR (3)								
Roadway	Link	Prog. Lanes	Dir	Service Volume	Prop. Lanes	New Service Volume	Capacity Created	Length (miles)	Source/ Road Type	Cost of Improve. (2)	2035 Bkgd Traffic	Bkgd Def.	Bkgd Share Of Cost	Cost of Bkgd Deficiency	Project Traffic	Mitig. Project Traffic	2035 Total Traffic	Project Share Of Cost	Prop Share Calculation
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,328,466	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.0	Rural	$1,328,466	889	9	0.8%	$ 11,071	131	131	1020	12.1%	$ 161,138
	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1960	1080	1.2	Rural	$1,594,159	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.2	Rural	$1,594,159	1015	135	12.5%	$ 199,270	145	145	1160	13.4%	$ 214,031
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	1960	6LD	2940	980	1.5	Rural	$1,785,521	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		2940	980	1.5	Rural	$1,785,521	1729	-231	None	$ -	465	234	2194	23.9%	$ 426,339
	Coconut to Ibis	4LD	EB	1960	8LD	3940	1980	2.0	Rural	$5,036,934	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		3940	1980	2.0	Rural	$5,036,934	2822	862	43.5%	$ 2,192,847	582	582	3404	29.4%	$ 1,480,553
	Ibis to SR 7	4LD	EB	1960	8LD	3940	1980	0.5	Urban	$2,210,957	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		3940	1980	0.5	Urban	$2,210,957	2901	941	47.5%	$ 1,050,763	553	553	3454	27.9%	$ 617,505
	SR 7 to Beeline Hwy	4LD	EB	3320	6LD	4980	1660	2.8	Rural	$3,332,972	0	-3320	None	$ -	0	0	0	0.0%	$ -
			WB	3320		4980	1660	2.8	Rural	$3,332,972	3314	-6	None	$ -	654	648	3968	39.0%	$ 1,301,064
	Steeplechase Dr to Military Trail	6LD	EB	2940	8LD	3940	1000	1.3	Urban	$3,069,522	0	-2940	None	$ -	0	0	0	0.0%	$ -
			WB	2940		3940	1000	1.3	Urban	$3,069,522	0	-2940	None	$ -	0	0	0	0.0%	$ -
Okeechobee Blvd	140th Ave (E Rd) to Folsom Rd	2L	EB	880	4LD	1960	1080	1.2	Rural	$1,594,159	679	-201	None	$ -	224	23	903	2.1%	$ 33,950
			WB	880		1960	1080	1.2	Rural	$1,594,159	922	42	3.9%	$ 61,995	262	262	1184	24.3%	$ 386,731
	Crestwood to Royal Palm Beach	4LD	EB	1770	6LD	2680	910	0.7	Urban	$1,442,520	0	-1770	None	$ -	0	0	0	0.0%	$ -
			WB	1770		2680	910	0.7	Urban	$1,442,520	1776	6	0.7%	$ 9,511	233	233	2009	25.6%	$ 369,349
	Royal Palm Beach to Wildcat Way	6LD	EB	2680	8LD	3590	910	1.3	Urban	$3,069,522	0	-2680	None	$ -	0	0	0	0.0%	$ -
			WB	2680		3590	910	1.3	Urban	$3,069,522	0	-2680	None	$ -	0	0	0	0.0%	$ -
Royal Palm Beach Blvd	60th St to Orange Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,328,466	933	53	4.9%	$ 65,193	12	12	945	1.1%	$ 14,761
			SB	880		1960	1080	1.0	Rural	$1,328,466	0	-880	None	$ -	0	0	0	0.0%	$ -
Seminole Pratt Whitney Rd	Okeechobee Blvd to Sycamore	4LD	NB	1960	6LD	2940	980	2.1	Urban	$4,327,561	1064	-896	None	$ -	960	64	2024	6.5%	$ 282,616
			SB	1960		2940	980	2.1	Urban	$4,327,561	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Sycamore to Persimmon Blvd	4LD	NB	1960	6LD	2940	980	1.1	Urban	$2,266,818	1038	-922	None	$ -	1105	183	2143	18.7%	$ 423,294
			SB	1960		2940	980	1.1	Urban	$2,266,818	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Persimmon Blvd to 60th St	2L	NB	810	6LD	2680	1870	0.9	Urban	$3,915,501	1038	228	12.2%	$ 477,398	795	795	1833	42.5%	$ 1,664,612
			SB	810		2680	1870	0.9	Urban	$3,915,501	886	76	4.1%	$ 159,133	931	931	1817	49.8%	$ 1,949,375
Southern Blvd	Binks Forest to Big Blue Tr	6LD	EB	2940	8LD	3940	1000	2.0	Rural	$2,656,240	0	-2940	None	$ -	0	0	0	0.0%	$ -
			WB	2940		3940	1000	2.0	Rural	$2,656,240	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Big Blue Tr to Palms West Pkwy	6LD	EB	2680	8LD	3590	910	0.5	Urban	$1,180,585	2519	-161	None	$ -	385	224	2904	24.6%	$ 290,606
			WB	2680		3590	910	0.5	Urban	$1,180,585	2885	205	22.5%	$ 265,956	451	451	3336	49.6%	$ 585,103
	Palms West Pkwy to Forest Hill	6LD	EB	2680	8LD	3590	910	0.3	Urban	$708,351	2502	-178	None	$ -	385	207	2887	22.7%	$ 161,130
			WB	2680		3590	910	0.3	Urban	$708,351	2853	173	19.0%	$ 134,665	451	451	3304	49.6%	$ 351,062
	Forest Hill to Cypress Head	6LD	EB	2940	8LD-	4940	2000	0.6	Urban	$2,833,405	0	-2940	None	$ -	0	0	0	0.0%	$ -
			WB	2940		4940	2000	0.6	Urban	$2,833,405	3609	669	33.5%	$ 947,774	334	334	3943	16.7%	$ 473,179
	Cypress Head to Royal Palm Beach	6LD	EB	2940	8LD-	4940	2000	0.4	Urban	$1,888,937	2663	-277	None	$ -	286	9	2949	0.5%	$ 8,500
			WB	2940		4940	2000	0.4	Urban	$1,888,937	3432	492	24.6%	$ 464,678	334	334	3766	16.7%	$ 315,452
	Royal Palm Beach to SR 7	8LD	EB	3940	8LD-	4940	1000	1.7	Urban	$4,013,990	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	1.7	Urban	$4,013,990	4375	435	43.5%	$ 1,746,086	334	334	4709	33.4%	$ 1,340,673
	SR 7 to Sansbury	8LD	EB	3940	8LD-	4940	1000	1.1	Urban	$2,597,288	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	1.1	Urban	$2,597,288	3656	-284	None	$ -	291	7	3947	0.7%	$ 18,181
	Sansbury to Benoist Farms	8LD	EB	3940	8LD+	4940	1000	0.6	Urban	$1,416,702	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	0.6	Urban	$1,416,702	3761	-179	None	$ -	262	83	4023	8.3%	$ 117,586
	Benoist Farms to Pike Rd/Tpike	8LD	EB	3590	8LD-	4500	910	0.7	Urban	$1,652,820	0	-3590	None	$ -	0	0	0	0.0%	$ -
			WB	3590		4500	910	0.7	Urban	$1,652,820	3758	168	18.5%	$ 305,136	262	262	4020	28.8%	$ 475,867
SR 7	Okeechobee Blvd to Roebuck Rd	4LD	NB	1960	6LD	2940	980	0.5	Urban	$1,030,372	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	0.5	Urban	$1,030,372	0	-1960	None	$ -	0	0	0	0.0%	$ -
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	EB	1960	8LD	3940	1980	1.2	Rural	$3,022,161	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		3940	1980	1.2	Rural	$3,022,161	2550	590	29.8%	$ 900,543	131	131	2681	6.6%	$ 199,951

(1) See Exhibit 6B for traffic volume data.
(2) Calculation of improvement cost provided on Exhibit 7D.
(3) Background and Project Traffic are shown as '0' for insignificant or undercapacity links.
8LD- is comparable to 5 lanes in one direction.

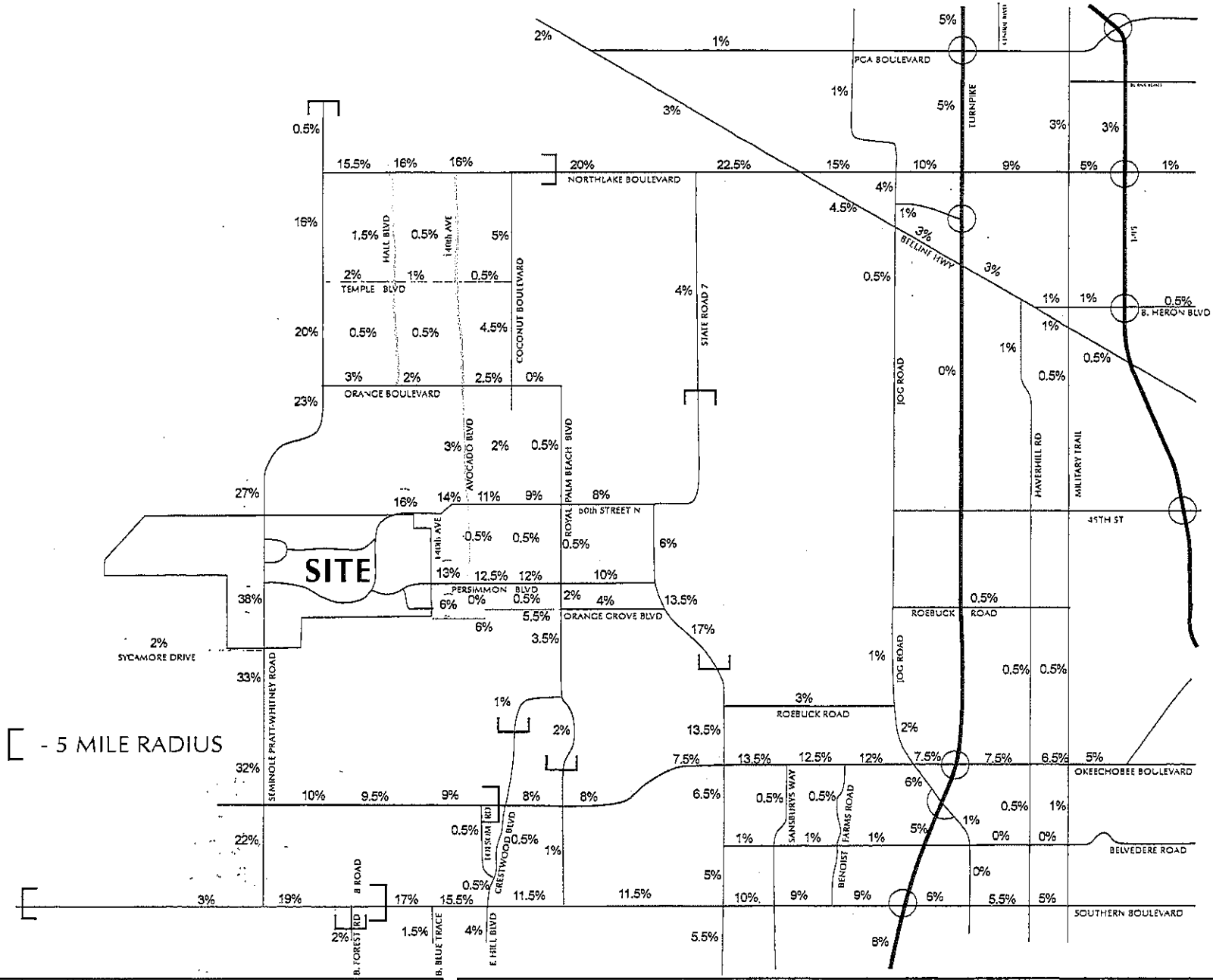
Exhibit 7C
Minto West
Proportionate Share Analysis - Total

Roadway	Link	Exist. Lanes	Dir	Prop. Lanes	TIM Right of Way (1)	New Service Volume	AM Peak Hour: Cost of Bkgd Deficiency	AM Peak Hour: Project's Prop Share Calculation	PM Peak Hour: Cost of Bkgd Deficiency	PM Peak Hour: Project's Prop Share Calculation	Project's Highest Directional	Bkgd's Highest Directional
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	4LD	80 ft	1960	$ -	$ 158,678	$ -	$ -	$ 158,678	$ -
			SB			1960	$ -	$ -	$ 11,071	$ 161,138	$ 161,138	$ 11,071
	Temple Blvd to Northlake Blvd	2L	NB	4LD	80 ft	1960	$ 377,875	$ 228,791	$ -	$ -	$ 228,791	$ 377,875
			SB			1960	$ -	$ -	$ 199,270	$ 214,031	$ 214,031	$ 199,270
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	6LD	240 ft	2940	$ -	$ 528,368	$ -	$ -	$ 528,368	$ -
			WB			2940	$ -	$ -	$ -	$ 426,339	$ 426,339	$ -
	Coconut Blvd to Ibis	4LD	EB	8LD	240 ft	3940	$ 2,599,872	$ 1,574,678	$ -	$ -	$ 1,574,678	$ 2,599,872
			WB			3940	$ -	$ -	$ 2,192,847	$ 1,480,553	$ 1,480,553	$ 2,192,847
	Ibis to SR 7	4LD	EB	8LD	120 ft	3940	$ 1,391,340	$ 656,587	$ -	$ -	$ 656,587	$ 1,391,340
			WB			3940	$ -	$ -	$ 1,050,763	$ 617,505	$ 617,505	$ 1,050,763
	SR 7 to Beeline Hwy	4LD	EB	6LD	180 ft	4980	$ 718,798	$ 1,399,447	$ -	$ -	$ 1,399,447	$ 718,798
			WB			4980	$ -	$ -	$ -	$ 1,301,064	$ 1,301,064	$ -
	Steeplechase Dr to Military Trail	6LD	EB	8LD	120 ft	3940	$ -	$ 273,187	$ -	$ -	$ 273,187	$ -
			WB			3940	$ -	$ -	$ -	$ -	$ -	$ -
Okeechobee Blvd	140th Ave (E Rd) to Folsom Rd	2L	EB	4LD	120 ft	1960	$ 53,139	$ 411,824	$ -	$ 33,950	$ 411,824	$ 53,139
			WB			1960	$ -	$ -	$ 61,995	$ 386,731	$ 386,731	$ 61,995
	Crestwood to Royal Palm Beach	4LD	EB	6LD	120 ft	2680	$ -	$ 225,097	$ -	$ -	$ 225,097	$ -
			WB			2680	$ -	$ -	$ 9,511	$ 369,349	$ 369,349	$ 9,511
	Royal Palm Beach to Wildcat Way	6LD	EB	8LD	120 ft	3590	$ -	$ 303,579	$ -	$ -	$ 303,579	$ -
			WB			3590	$ -	$ -	$ -	$ -	$ -	$ -
Royal Palm Beach Blvd	60th St to Orange Blvd	2L	NB	4LD	80 ft	1960	$ -	$ -	$ 65,193	$ 14,761	$ 14,761	$ 65,193
			SB			1960	$ 173,439	$ 12,301	$ -	$ -	$ 12,301	$ 173,439
Seminole Pratt Whitney Rd	Okeechobee Blvd to Sycamore	4LD	NB	6LD	120 ft	2940	$ -	$ -	$ -	$ 282,616	$ 282,616	$ -
			SB			2940	$ -	$ 92,733	$ -	$ -	$ 92,733	$ -
	Sycamore to Persimmon	4LD	NB	6LD	120 ft	2940	$ -	$ 37,009	$ -	$ 423,294	$ 423,294	$ -
			SB			2940	$ -	$ 303,013	$ -	$ -	$ 303,013	$ -
	Persimmon Blvd to 60th St	2L	NB	6LD	120 ft	2940	$ 795,663	$ 2,075,006	$ 477,398	$ 1,664,612	$ 2,075,006	$ 795,663
			SB			2940	$ 240,793	$ 1,400,786	$ 159,133	$ 1,949,375	$ 1,949,375	$ 240,793
Southern Blvd	Binks Forest to Big Blue Tr	6LD	EB	8LD	220 ft	3940	$ -	$ 260,312	$ -	$ -	$ 260,312	$ -
			WB			3940	$ -	$ -	$ -	$ -	$ -	$ -
	Big Blue Tr to Palms West Pkwy	6LD	EB	8LD	220 ft	3590	$ 275,037	$ 622,726	$ -	$ 290,606	$ 622,726	$ 275,037
			WB			3590	$ -	$ -	$ 265,956	$ 585,103	$ 585,103	$ 265,956
	Palms West Pkwy to Forest Hill	6LD	EB	8LD	220 ft	3590	$ 155,682	$ 373,636	$ -	$ 161,130	$ 373,636	$ 155,682
			WB			3590	$ -	$ -	$ 134,665	$ 351,062	$ 351,062	$ 134,665
	Forest Hill to Cypress Head	6LD	EB	8LD+	220 ft	4940	$ 1,157,446	$ 504,346	$ -	$ -	$ 504,346	$ 1,157,446
			WB			4940	$ -	$ -	$ 947,774	$ 473,179	$ 473,179	$ 947,774
	Cypress Head to Royal Palm Beach	6LD	EB	8LD+	220 ft	4940	$ 680,017	$ 336,231	$ -	$ 8,500	$ 336,231	$ 680,017
			WB			4940	$ -	$ -	$ 464,678	$ 315,452	$ 315,452	$ 464,678
	Royal Palm Beach to SR 7	8LD	EB	8LD+	220 ft	4940	$ 726,532	$ 1,428,981	$ -	$ -	$ 1,428,981	$ 726,532
			WB			4940	$ -	$ -	$ 1,746,086	$ 1,340,673	$ 1,340,673	$ 1,746,086
	SR 7 to Sansbury	8LD	EB	8LD+	220 ft	4940	$ 1,264,879	$ 805,159	$ -	$ -	$ 805,159	$ 1,264,879
			WB			4940	$ -	$ -	$ -	$ 18,181	$ 18,181	$ -
	Sansbury to Benoist Farms	8LD	EB	8LD+	220 ft	4940	$ 86,419	$ 395,260	$ -	$ -	$ 395,260	$ 86,419
			WB			4940	$ -	$ -	$ -	$ 117,586	$ 117,586	$ -
	Benoist Farms to Pike Rd/Tpike	8LD	EB	8LD+	220 ft	4590	$ 686,556	$ 506,744	$ -	$ -	$ 506,744	$ 686,556
			WB			4590	$ -	$ -	$ 305,136	$ 475,867	$ 475,867	$ 305,136
SR 7	Okeechobee Blvd to Roebuck Rd	4LD	NB	6LD	160 ft	2940	$ -	$ -	$ -	$ -	$ -	$ -
			SB			2940	$ -	$ 82,009	$ -	$ -	$ 82,009	$ -
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	NB	8LD	200 ft	3940	$ 1,340,130	$ 212,162	$ -	$ -	$ 212,162	$ 1,340,130
			SB			3940	$ -	$ -	$ 900,543	$ 199,951	$ 199,951	$ 900,543
									TOTAL		$ 25,274,664	$ 21,079,103

(1) Source: Map TE 14.1 Thoroughfare Right of Way Identification Map of Palm Beach County Comprehensive Plan.
8LD+ is comparable to 5 lanes in one direction.

Exhibit 7D
Minto West
Proportionate Share Analysis - Cost Estimates

Per Mile Cost	Directional Cost	Source
$4,579,627	$2,289,814	FDOT Generic Cost Per Mile Models (Urban, 2L to 4LD) (Apr 2014)
$4,121,487	$2,060,743	FDOT Generic Cost Per Mile Models (Urban, 4LD to 6LD) (Apr 2014)
$4,722,342	$2,361,171	FDOT Generic Cost Per Mile Models (Urban, 6LD to 8LD) (Apr 2014)
$4,722,342	$2,361,171	FDOT Generic Cost Per Mile Models (10 lane not available - used urban, 6LD to 8LD) (Apr 2014)
$2,656,932	$1,328,466	FDOT Generic Cost Per Mile Models (Rural, 2L to 4LD) (Apr 2014)
$2,380,694	$1,190,347	FDOT Generic Cost Per Mile Models (Rural, 4LD to 6LD) (Apr 2014)
$2,656,240	$1,328,120	FDOT Generic Cost Per Mile Models (Rural, 6LD to 8LD) (Apr 2014)
$2,656,240	$1,328,120	FDOT Generic Cost Per Mile Models (10 lane not available - used rural, 6LD to 8LD) (Apr 2014)

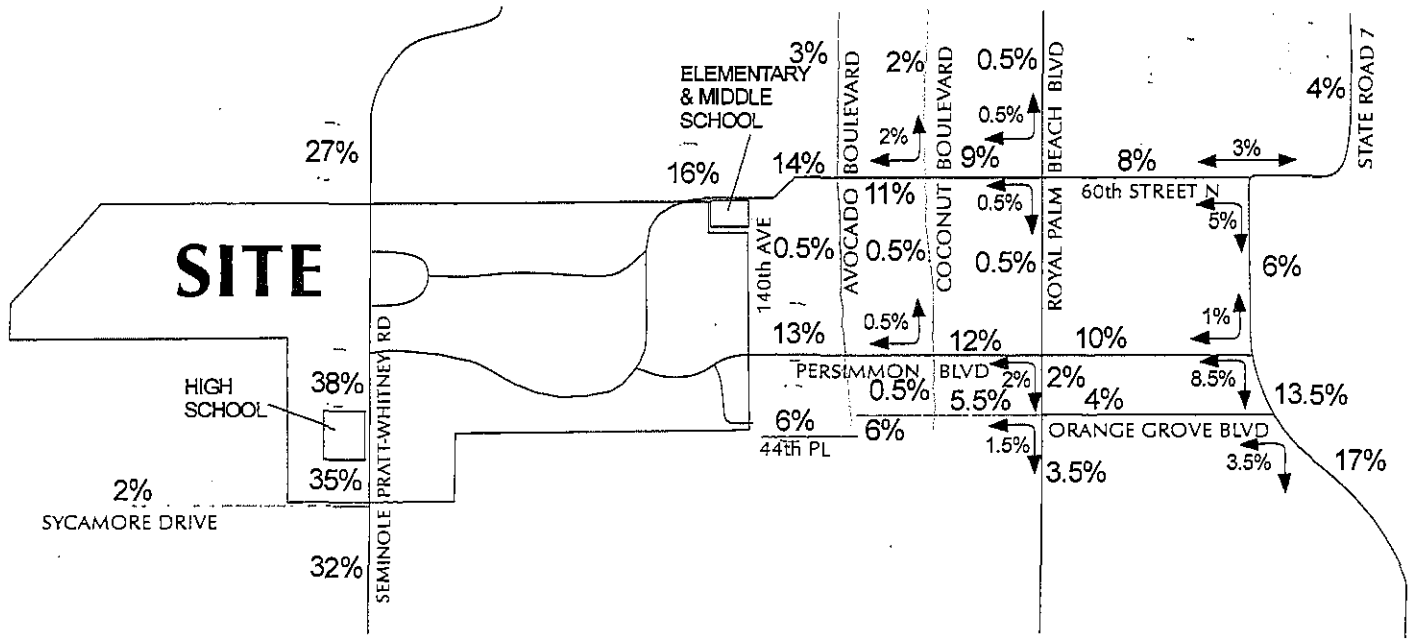


4/28/14
13-013

MINTO WEST

EXHIBIT 3A
PROJECT DISTRIBUTION

PTC



2/17/14
13-013

MINTO WEST

EXHIBIT 3B
PROJECT DISTRIBUTION DETAIL

PTC

Exhibit 5B
Minto West
Intersection Geometry Summary

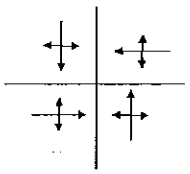
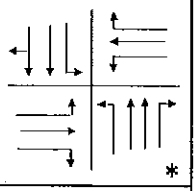
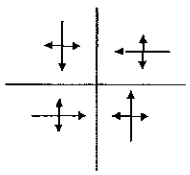
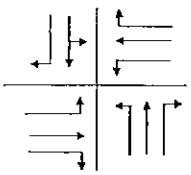
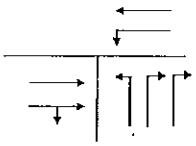
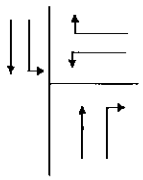
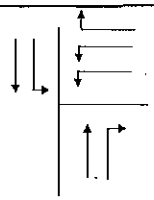
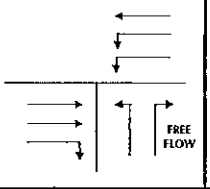
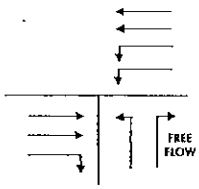
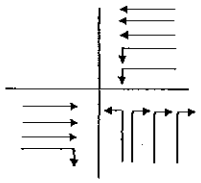
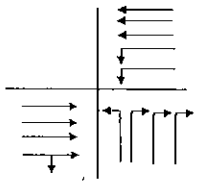
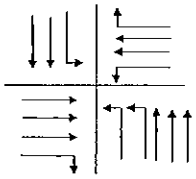
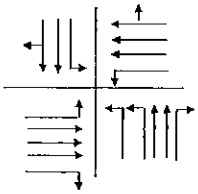
Intersection	Existing	Programmed	Proposed
60th St N / Seminole Pratt-Whitney Rd (To Be Relocated South)		N/A	 *
60th St N / Royal Palm Beach Blvd			N/A
60th St N / SR 7	N/A		N/A
Northlake Blvd / Seminole Pratt-Whitney Rd			N/A
Northlake Blvd / Coconut Blvd			N/A
Northlake Blvd / SR 7	N/A		
Northlake Blvd / SR 710 (Beeline Hwy)		N/A	GRADE SEPARATED INTERCHANGE (See Appendix E)
Northlake Blvd / Jog Rd		N/A	N/A

Exhibit 5B
Minto West
Intersection Geometry Summary

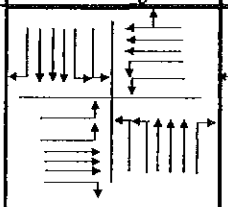
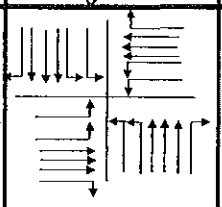
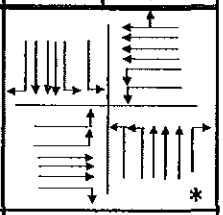
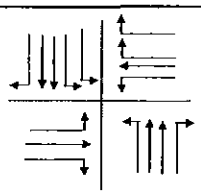
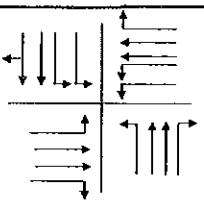
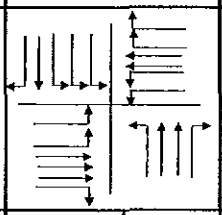
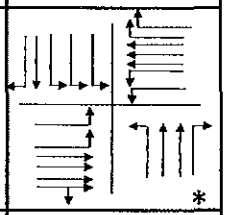
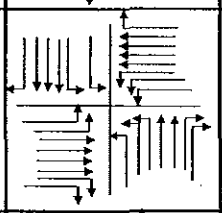
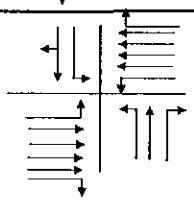
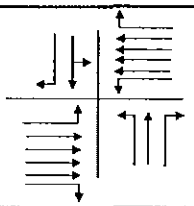
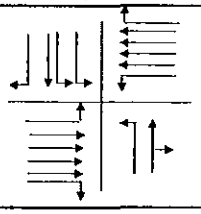
Intersection	Existing	Programmed	Proposed
Northlake Blvd / Military Trail			 *
Okeechobee Blvd / Seminole Pratt-Whitney Rd		N/A	N/A
Okeechobee Blvd / Crestwood Blvd		N/A	N/A
Okeechobee Blvd / Royal Palm Beach Blvd		N/A	 *
Okeechobee Blvd / SR 7		N/A	GRADE SEPARATED INTERCHANGE (See Appendix E)
Okeechobee Blvd / Sansbury's Way		N/A	N/A
Okeechobee Blvd / Benoist Farms Rd		N/A	N/A
Okeechobee Blvd / Skees Rd		N/A	N/A

Exhibit 5B
Minto West
Intersection Geometry Summary

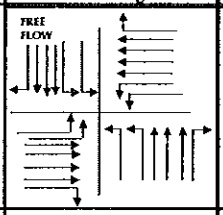
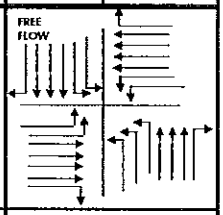
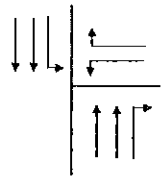
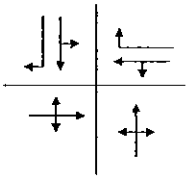
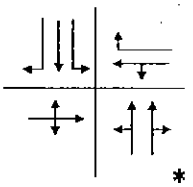
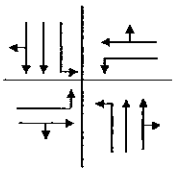
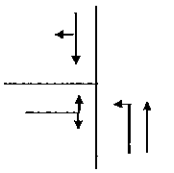
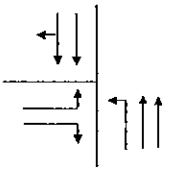
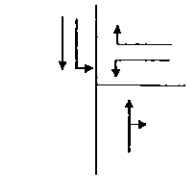
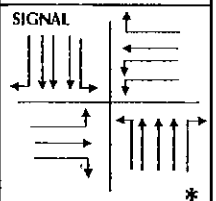
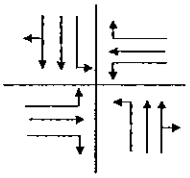
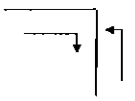
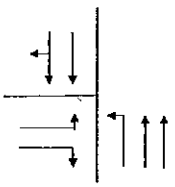
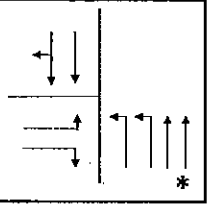
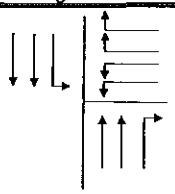
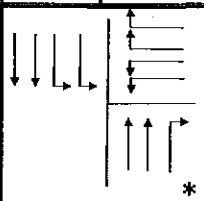
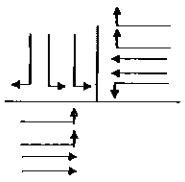
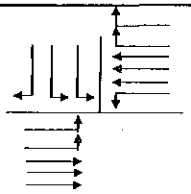
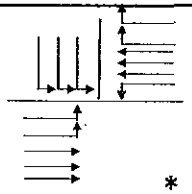
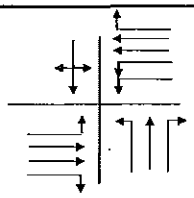
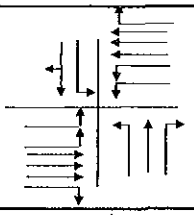
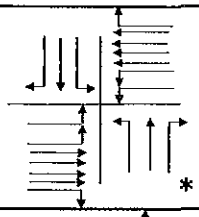
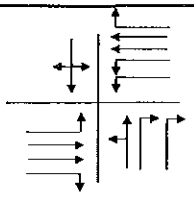
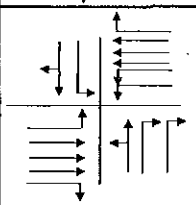
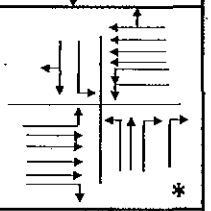
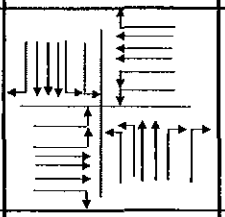
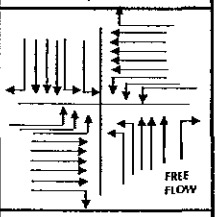
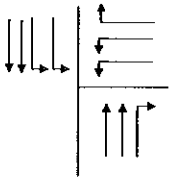
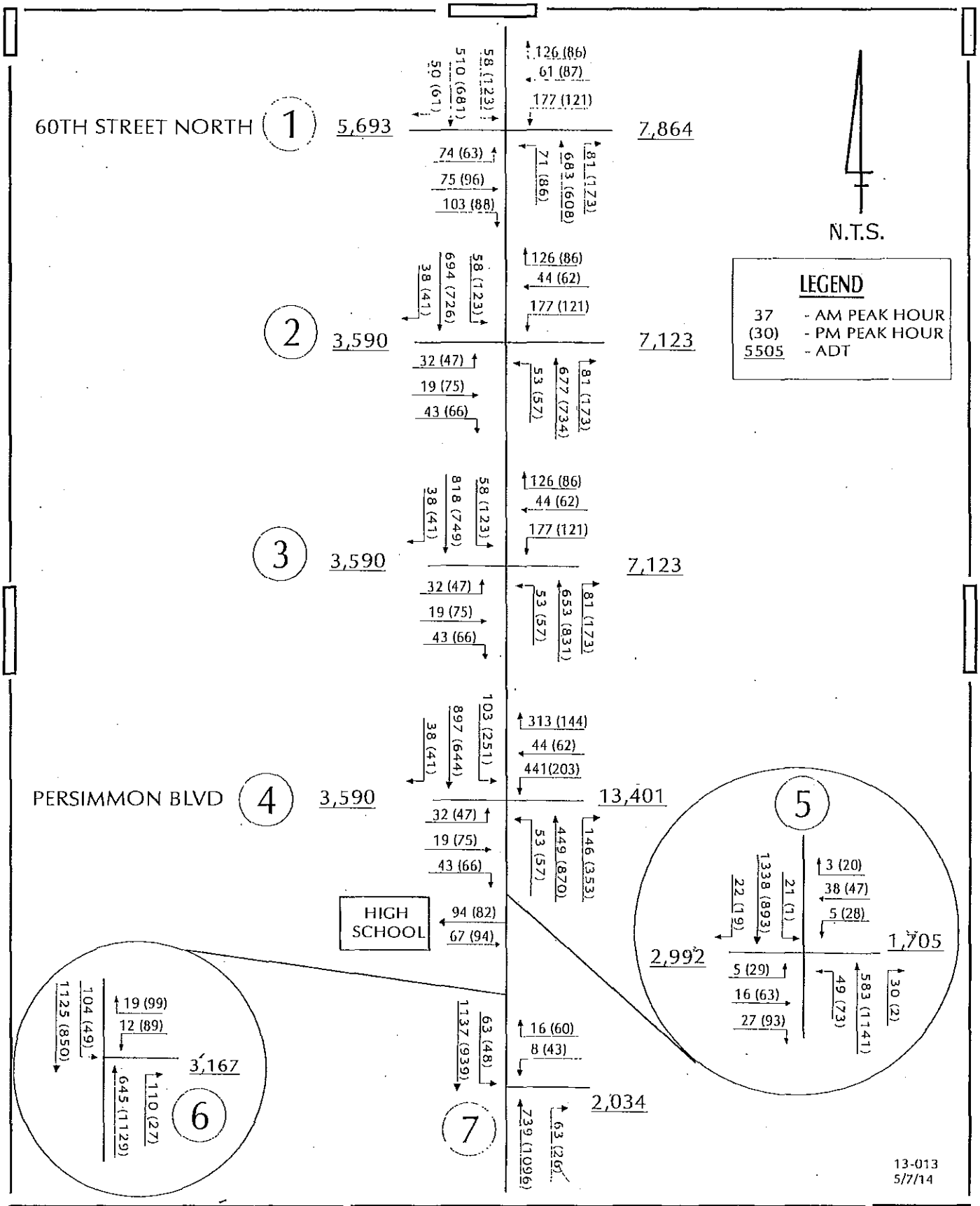
Intersection	Existing	Programmed	Proposed
Okeechobee Blvd / Jog Rd		N/A	
Orange Blvd / Seminole Pratt-Whitney Rd		N/A	N/A
Orange Blvd / Coconut Blvd		N/A	 *
Orange Grove Blvd / Royal Palm Beach Blvd		N/A	N/A
Orange Grove Blvd / SR 7			N/A
Persimmon Blvd / Seminole Pratt-Whitney Rd		N/A	 *
Persimmon Blvd / Royal Palm Beach Blvd		N/A	N/A
Persimmon Blvd / SR 7			 *

Exhibit 5B
Minto West
Intersection Geometry Summary

Intersection	Existing	Programmed	Proposed
Roebuck Rd / SR 7	N/A		 *
Southern Blvd / Seminole Pratt-Whitney Rd			 *
Southern Blvd / Binks Forest Dr			 *
Southern Blvd / Big Blue Trace			 *
Southern Blvd / Forest Hill Blvd		N/A	 FREE FLOW
Turnpike / Jog Road Entrance (south of Northlake Blvd)		N/A	N/A

* Intersection improvement will be included in proportionate share of adjacent roadway improvement.



MINTO WEST

EXHIBIT 11A
PROJECT DRIVEWAY VOLUMES
SEMINOLE PRATT-WHITNEY ROAD

PTC

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Seminole Pratt-Whitney Rd
(Programmed Geometrics w/Project)

Growth Rate = 0.50%
Peak Season = 1.00
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 (2/11/13)	0	24	793	43	25	0	0	0	0	158	0	18
Peak Season Volume	0	24	793	43	25	0	0	0	0	158	0	18
Bkgd (Growth + Exist)	0	27	885	48	28	0	0	0	0	176	0	20
SR 7 Diversions			(152)							(38)		
Approved Projects	0	15	1	11	13	0	0	0	0	2	0	13
% Project Traffic	0%	0.5%	15.5%	0%	0.5%	0%	0%	0%	0%	15.5%	0%	0%
Project Traffic	0	15	480	0	10	0	0	0	0	324	0	0
Total	0	57	1,214	59	51	0	0	0	0	464	0	33
Critical Volume Analysis												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Total Approach Volume		1,271			110			0			497	
Per Lane Volume	0	57	1214	59	51	n/a	0	0	n/a	232	0	33
Right Turn on Red			60			0			0			33
Right Turn Resultant			922			0			0			-59
North-South Critical	NB LT + SB TH =			51			SB LT + NB RT =			981		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			232		
Maximum Critical Sum	981			+	232		=		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 (2/11/13)	0	22	197	11	36	0	0	0	0	623	0	43
Peak Season Volume	0	22	197	11	36	0	0	0	0	623	0	43
Bkgd (Growth + Exist)	0	25	220	12	40	0	0	0	0	695	0	48
SR 7 Diversions			(57)							(133)		
Approved Projects	0	13	14	13	15	0	0	0	0	12	0	12
% Project Traffic	0.0%	0.5%	15.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	15.5%	0.0%	0.0%
Project Traffic	0	12	385	0	15	0	0	0	0	451	0	0
Total	0	50	562	25	70	0	0	0	0	1,025	0	60
Critical Volume Analysis												
No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Total Approach Volume		612			95			0			1,085	
Per Lane Volume	0	50	562	25	70	n/a	0	0	n/a	513	0	60
Right Turn on Red			60			0			0			60
Right Turn Resultant			-11			0			0			-25
North-South Critical	NB LT + SB TH =			70			SB LT + NB TH =			75		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			513		
Maximum Critical Sum	75			+	513		=		588			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Coconut Blvd
(Programmed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (2/13/13)	11	0	1116	0	0	0	0	1371	28	125	254	0
Peak Season Volume	11	0	1,116	0	0	0	0	1,371	28	125	254	0
Bkgd (Growth + Exist)	12	0	1,245	0	0	0	0	1,530	31	139	283	0
SR 7 Diversions			(320)					(152)		(80)	(38)	
Approved Projects	1	0	317	0	0	0	0	338	3	67	77	0
% Project Traffic	0%	0%	4%	0%	0%	0%	0%	16%	0%	4%	16%	0%
Project Traffic	0	0	124	0	0	0	0	496	0	84	335	0
Total	13	0	1,366	0	0	0	0	2,212	34	210	657	0
Critical Volume Analysis												
No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Total Approach Volume		1,379			0			2,246			867	
Per Lane Volume	13	0	0	0	0	n/a	0	1106	34	105	329	n/a
Right Turn on Red			10			0			34			0
Right Turn Resultant			-115			0			-13			0
North-South Critical	NB LT + SB RT =			13			SB LT + NB TH =			-10		
East-West Critical	EB LT + WB TH =			329			WB LT + EB TH =			1211		
Maximum Critical Sum	13			+	1211			=		1,224		
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 (2/13/13)	40	0	299	0	0	0	0	292	29	849	917	0
Peak Season Volume	40	0	299	0	0	0	0	292	29	849	917	0
Bkgd (Growth + Exist)	45	0	334	0	0	0	0	326	32	947	1,023	0
SR 7 Diversions			(120)					(57)		(280)	(133)	
Approved Projects	4	0	117	0	0	0	0	137	3	381	414	0
% Project Traffic	0%	0%	4%	0%	0%	0%	0%	16%	0%	4%	16%	0%
Project Traffic	0	0	99	0	0	0	0	398	0	116	465	0
Total	49	0	430	0	0	0	0	804	35	1,164	1,769	0
Critical Volume Analysis												
No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Total Approach Volume		479			0			839			2,933	
Per Lane Volume	49	0	0	0	0	n/a	0	402	35	582	885	n/a
Right Turn on Red			10			0			35			0
Right Turn Resultant			-592			0			-49			0
North-South Critical	NB LT + SB RT =			49			SB LT + NB TH =			-10		
East-West Critical	EB LT + WB TH =			885			WB LT + EB TH =			984		
Maximum Critical Sum	49			+	984			=		1,033		
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & SR 7
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	27

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2008)	5	0	125	0	0	0	0	2745	10	75	495	0
Peak Season Volume	5	0	125	0	0	0	0	2,745	10	75	495	0
Bkgd (Growth + Exist)	6	0	143	0	0	0	0	3,141	11	86	566	0
Approved Projects	0	0	0	0	0	0	0	785	0	0	140	0
SR 7 Diversions	0	0	472	0	0	0	0	(472)	0	118	(118)	0
% Project Traffic	0%	0%	3.5%	0%	0%	0%	0%	19%	0%	3.5%	19%	0%
Project Traffic	0	0	108	0	0	0	0	588	0	73	397	0
Total	6	0	723	0	0	0	0	4,042	11	277	985	0
Critical Volume Analysis												
No. of Lanes	1	0	3	0	0	0	0	4	< 0	2	3	0
Total Approach Volume		729			0			4,053			1,262	
Per Lane Volume	6	0	241	0	0	n/a	0	1013.2	n/a	139	329	n/a
Right Turn on Red			60			0			10			0
Right Turn Resultant			82			0			-16			0
North-South Critical	NB LT + SB RT =			6			SB LT + NB RT =			82		
East-West Critical	EB LT + WB TH =			329			WB LT + EB TH =			1142.233333		
Maximum Critical Sum	82			+ 1142.2			= 1,224					
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 (2008)	10	0	120	0	0	0	0	840	10	390	2070	0
Peak Season Volume	10	0	120	0	0	0	0	840	10	390	2,070	0
Bkgd (Growth + Exist)	11	0	137	0	0	0	0	961	11	446	2,368	0
Approved Projects	0	0	0	0	0	0	0	208	0	0	951	0
SR 7 Diversions	0	0	177	0	0	0	0	(177)	0	413	(413)	0
% Project Traffic	0%	0%	3.5%	0%	0%	0%	0%	19%	0%	3.5%	19%	0%
Project Traffic	0	0	87	0	0	0	0	472	0	102	553	0
Total	11	0	401	0	0	0	0	1,464	11	961	3,459	0
Critical Volume Analysis												
No. of Lanes	1	0	3	0	0	0	0	4	< 0	2	3	0
Total Approach Volume		412			0			1,475			4,420	
Per Lane Volume	11	0	134	0	0	n/a	0	368.73	n/a	481	1153	n/a
Right Turn on Red			60			0			10			0
Right Turn Resultant			-367			0			-21			0
North-South Critical	NB LT + SB RT =			11			SB LT + NB TH =			0		
East-West Critical	EB LT + WB TH =			1153			WB LT + EB TH =			839.7333333		
Maximum Critical Sum	11			+ 1153			= 1,164					
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Beeline Hwy
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (3/4/13)	263	609	138	37	321	43	0	1422	999	143	303	65
Peak Season Volume	263	609	138	37	321	43	0	1,422	999	143	303	65
Bkgd (Growth + Exist)	294	680	154	41	358	48	0	1,587	1,115	160	338	73
Approved Projects	0	857	0	49	165	117	0	782	0	0	5	329
% Project Traffic	4.5%	3.0%	0.0%	0.0%	0.0%	3.0%	0.0%	18.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	94	93	0	0	0	63	0	557	139	0	314	0
Total	**388**	**1,630**	**0**	**90**	**523**	**0**	**0**	**2,926**	**1,254**	**160**	**657**	**402**
Critical Volume Analysis												
No. of Lanes	2	3	0	1	2	0	0	3	1	1	2	1
Total Approach Volume		2,018			613			4,180			1,219	
Per Lane Volume	194	544	n/a	90	262	n/a	0	975.3	1254	160	329	402
Right Turn on Red			0			0			60			60
Right Turn Resultant			-160			0			1000			252
North-South Critical	NB LT + SB TH =			456			SB LT + NB TH =			634		
East-West Critical	EB LT + WB TH =			329			WB LT + EB RT =			1160		
Maximum Critical Sum	**634**			**+**	**1160**		**=**		**1,794**			
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 (3/4/13)	985	323	137	58	453	77	0	548	258	72	1447	39
Peak Season Volume	985	323	137	58	453	77	0	548	258	72	1,447	39
Bkgd (Growth + Exist)	1,099	360	153	65	506	86	0	612	288	80	1,615	44
Approved Projects	0	229	0	360	940	872	0	201	0	0	15	69
% Project Traffic	4.5%	3.0%	0.0%	0.0%	0.0%	3.0%	0.0%	18.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	131	75	0	0	0	87	0	447	112	0	436	0
Total	**1,230**	**664**	**0**	**425**	**1,446**	**0**	**0**	**1,260**	**400**	**80**	**2,066**	**113**
Critical Volume Analysis												
No. of Lanes	2	3	0	1	2	0	0	3	1	1	2	1
Total Approach Volume		1,894			1,871			1,660			2,259	
Per Lane Volume	615	222	n/a	425	723	n/a	0	420	400	80	1033	113
Right Turn on Red			0			0			60			60
Right Turn Resultant			-80			0			-275			-372
North-South Critical	NB LT + SB TH =			1338			SB LT + NB TH =			647		
East-West Critical	EB LT + WB TH =			1033			WB LT + EB TH =			500		
Maximum Critical Sum	**1338**			**+**	**1033**		**=**		**2,371**			
STATUS ?	**OVER**											

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Beeline Hwy

(Future Traffic w/Project - Intended Movements)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	22

AM Peak Hour

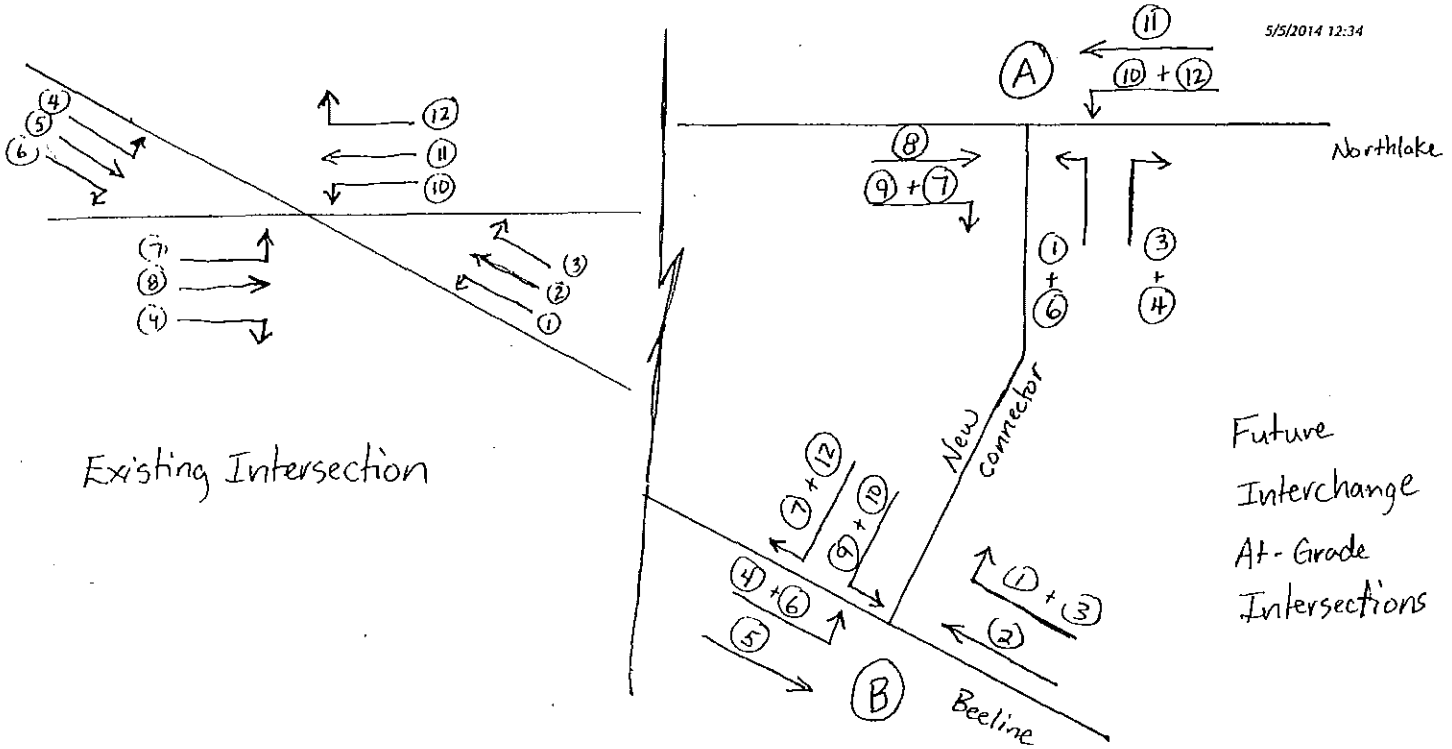
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (3/4/13)	263	517	138	37	321	43	92	1330	999	143	303	65
Peak Season Volume	263	517	138	37	321	43	92	1,330	999	143	303	65
Bkgd (Growth + Exist)	294	577	154	41	358	48	103	1,484	1,115	160	338	73
Approved Projects	0	857	0	49	165	117	768	14	0	0	5	329
% Project Traffic	4.5%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	15.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	94	0	0	0	0	63	93	465	139	0	314	0
Total	**388**	**1,434**	**154**	**90**	**523**	**228**	**964**	**1,963**	**1,254**	**160**	**657**	**402**
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (3/4/13)	985	278	137	58	453	77	45	503	258	72	1447	39
Peak Season Volume	985	278	137	58	453	77	45	503	258	72	1,447	39
Bkgd (Growth + Exist)	1,099	310	153	65	506	86	50	561	288	80	1,615	44
Approved Projects	0	229	0	360	940	872	193	8	0	0	15	69
% Project Traffic	4.5%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	15.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	131	0	0	0	0	87	75	373	112	0	436	0
Total	**1,230**	**539**	**153**	**425**	**1,446**	**1,045**	**318**	**942**	**400**	**80**	**2,066**	**113**



INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Beeline Hwy Interchange Intersection A
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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
Project Traffic	157	0	0	0	0	0	0	465	232	0	314	0
Total	**616**	**0**	244	**0**	**0**	**0**	**0**	**1,963**	**2,218**	**562**	**657**	**0**
Critical Volume Analysis												
No. of Lanes	3	1	1	1	1	0	0	3	1	2	3	0
Total Approach Volume		860			0			4,181			1,219	
Per Lane Volume	205	0	244	0	0	n/a	0	654.3	2218	281	219	n/a
Right Turn on Red			60			0			60			0
Right Turn Resultant			-97			0			1953			0
North-South Critical	NB LT + SB RT. =			205			SB LT + NB TH =			0		
East-West Critical	EB LT + WB TH =			219			WB LT + EB RT =			2234		
Maximum Critical Sum	**205**			+	**2234**			=	**2,439**			
STATUS ?	**OVER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Project Traffic	218	0	0	0	0	0	0	373	186	0	436	0
Total	**2,275**	**0**	578	**0**	**0**	**0**	**0**	**942**	**718**	**193**	**2,066**	**0**
Critical Volume Analysis												
No. of Lanes	3	1	1	1	1	0	0	3	1	2	3	0
Total Approach Volume		2,853			0			1,660			2,259	
Per Lane Volume	758	0	578	0	0	n/a	0	314	718	97	689	n/a
Right Turn on Red			60			0			60			0
Right Turn Resultant			421			0			-100			0
North-South Critical	NB LT + SB RT =			758			SB LT + NB RT =			421		
East-West Critical	EB LT + WB TH =			689			WB LT + EB TH =			411		
Maximum Critical Sum	**758**			+	**689**			=	**1,447**			
STATUS ?	**OVER**											

INTERSECTION ANALYSIS SHEET
Minto West

Northlake Blvd & Beeline Hwy Interchange Intersection B
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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
Project Traffic	0	0	0	139	0	93	63	0	0	0	0	94
Total	**0**	**0**	**0**	**1,414**	**0**	**1,366**	**318**	**523**	**0**	**0**	**1,434**	**542**
Critical Volume Analysis												
No. of Lanes	0	1	0	2	1	1	2	4	0	0	4	1
Total Approach Volume		0			2,780			841			1,976	
Per Lane Volume	0	0	n/a	707	0	1366	159	131	n/a	0	358.5	542
Right Turn on Red			0			60			0			60
Right Turn Resultant			0			1147			0			-225
North-South Critical	NB LT + SB RT =			1147			SB LT + NB RT =			707		
East-West Critical	EB LT + WB TH =			517.5			WB LT + EB TH =			131		
Maximum Critical Sum	**1147**			**+**	**517.5**		**=**		**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
Project Traffic	0	0	0	112	0	75	87	0	0	0	0	131
Total	**0**	**0**	**0**	**480**	**0**	**431**	**1,470**	**1,446**	**0**	**0**	**539**	**1,383**
Critical Volume Analysis												
No. of Lanes	0	1	0	2	1	1	2	4	0	0	4	1
Total Approach Volume		0			911			2,916			1,922	
Per Lane Volume	0	0	n/a	240	0	431	735	362	n/a	0	134.8	1383
Right Turn on Red			0			60			0			60
Right Turn Resultant			0			-364			0			1083
North-South Critical	NB LT + SB TH =			0			SB LT + NB RT =			240		
East-West Critical	EB LT + WB RT =			1818			WB LT + EB TH =			362		
Maximum Critical Sum	**240**			**+**	**1818**		**=**		**2,058**			
STATUS ?	**OVER**											

INTERSECTION ANALYSIS SHEET
Minto West

Orange Blvd & Seminole Pratt-Whitney Rd
(Programmed 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	351	224	102	184	0	0	0	0	129	0	35
Peak Season Volume	0	376	240	109	197	0	0	0	0	138	0	37
Bkgd (Growth + Exist)	0	419	267	122	220	0	0	0	0	154	0	42
SR 7 Diversions		(152)	76		(38)					19		
Approved Projects	0	0	30	22	0	0	0	0	0	26	0	20
% Project Traffic	0%	20%	3%	0%	20%	0%	0%	0%	0%	3%	0%	0%
Project Traffic	0	619	93	0	418	0	0	0	0	63	0	0
Total	0	886	466	144	600	0	0	0	0	262	0	62
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Approach Volume		1,352			744			0			324	
Per Lane Volume	0	443	466	144	300	n/a	0	0	n/a	262	0	62
Right Turn on Red			60			0			0			60
Right Turn Resultant			144			0			0			-142
North-South Critical	NB LT + SB TH =			300			SB LT + NB TH =			587		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			262		
Maximum Critical Sum	587			+	262			=	849			
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	275	186	96	258	0	0	0	0	254	0	121
Peak Season Volume	0	294	199	103	276	0	0	0	0	272	0	129
Bkgd (Growth + Exist)	0	328	222	115	308	0	0	0	0	303	0	144
SR 7 Diversions		(57)	29		(133)					67		
Approved Projects	0	0	56	42	0	0	0	0	0	57	0	43
% Project Traffic	0%	20%	3%	0%	20%	0%	0%	0%	0%	3%	0%	0%
Project Traffic	0	497	75	0	582	0	0	0	0	87	0	0
Total	0	768	382	157	757	0	0	0	0	514	0	187
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Approach Volume		1,150			914			0			701	
Per Lane Volume	0	384	382	157	379	n/a	0	0	n/a	514	0	187
Right Turn on Red			60			0			0			60
Right Turn Resultant			-192			0			0			-30
North-South Critical	NB LT + SB TH =			379			SB LT + NB TH =			541		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			514		
Maximum Critical Sum	541			+	514			=	1,055			
STATUS ?						UNDER						

INTERSECTION ANALYSIS SHEET
Minto West

Orange Blvd & Coconut Blvd
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.09
Buildout Year =	2035
Years =	24

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/29/11)	10	221	3	291	34	43	147	351	18	3	92	397
Peak Season Volume	11	241	3	317	37	47	160	383	20	3	100	433
Bkgd (Growth + Exist)	12	272	4	358	42	53	181	431	22	4	113	488
SR 7 Diversions				(80)				76			19	(320)
Approved Projects	0	114	0	28	40	15	52	0	0	0	0	135
% Project Traffic	0%	2.0%	0.0%	0.0%	2.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Project Traffic	0	62	0	0	42	52	77	0	0	0	0	0
Total	12	448	4	306	124	120	310	507	22	4	132	303
Critical Volume Analysis												
No. of Lanes	0 >	2	< 0	1	1	1	0 >	1	< 0	0 >	1	1
Approach Volume		464			550			839			439	
Per Lane Volume	0	232.6	n/a	306	124	120	306	870	n/a	0	136	303
Right Turn on Red			4			60			10			60
Right Turn Resultant			-4			-246			-10			-63
North-South Critical	NB LT + SB TH =			124			SB LT + NB TH =			534.6		
East-West Critical	EB LT + WB TH =			442			WB LT + EB TH =			860		
Maximum Critical Sum	534.6			+	860		=		1,395			
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 (11/29/11)	18	52	3	378	187	114	59	161	22	4	337	318
Peak Season Volume	20	57	3	412	204	124	64	175	24	4	367	347
Bkgd (Growth + Exist)	22	64	4	464	230	140	72	198	27	5	414	391
SR 7 Diversions				(280)				29			67	(120)
Approved Projects	0	75	0	165	154	67	29	0	0	0	0	52
% Project Traffic	0.0%	2.0%	0.0%	0.0%	2.0%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Project Traffic	0	50	0	0	58	73	62	0	0	0	0	0
Total	22	189	4	349	442	280	163	227	27	5	481	323
Critical Volume Analysis												
No. of Lanes	0 >	2	< 0	1	1	1	0 >	1	< 0	0 >	1	1
Approach Volume		215			1,071			417			809	
Per Lane Volume	0	118.5	n/a	349	442	280	158	580	n/a	0	486	323
Right Turn on Red			4			60			10			60
Right Turn Resultant			-4			62			-10			-86
North-South Critical	NB LT + SB TH =			442			SB LT + NB TH =			463.5		
East-West Critical	EB LT + WB TH =			644			WB LT + EB TH =			570		
Maximum Critical Sum	463.5			+	644		=		1,108			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West

60th St N & Seminole Pratt-Whitney Rd
(Proposed Geometrics w/Project)

Growth Rate = 0.50%
Peak Season = 1.00
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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR 7 Diversions		(76)	76		(19)					19		
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
Project Traffic *	71	683	81	58	510	50	74	75	103	177	61	126
Total	186	1,112	157	58	1,029	73	91	76	403	196	61	126
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	< 0	1	1	1	1	1	1
Approach Volume		1,455			1,160			570			383	
Per Lane Volume	186	556	157	58	551	n/a	91	76	403	196	61	126
Right Turn on Red			60			10			60			60
Right Turn Resultant			-99			-101			157			8
North-South Critical	NB LT + SB TH =			727			SB LT + NB TH =			614		
East-West Critical	EB LT + WB TH =			152			WB LT + EB RT =			353		
Maximum Critical Sum	727			+	353		=		1,080			
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 (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR 7 Diversions		(29)	29		(67)					67		
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
Project Traffic *	86	608	173	123	681	61	63	96	88	121	87	86
Total	241	1,333	202	123	1,164	80	74	96	196	188	87	86
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	< 0	1	1	1	1	1	1
Approach Volume		1,776			1,367			366			361	
Per Lane Volume	241	667	202	123	622	n/a	74	96	196	188	87	86
Right Turn on Red			60			10			60			60
Right Turn Resultant			-46			-84			-105			-97
North-South Critical	NB LT + SB TH =			853			SB LT + NB TH =			790		
East-West Critical	EB LT + WB TH =			161			WB LT + EB TH =			284		
Maximum Critical Sum	853			+	284		=		1,137			
STATUS ?						UNDER						

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

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INTERSECTION ANALYSIS SHEET
Minto West

60th St N & Royal Palm Beach Blvd
(Programmed 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)	9	460	2	2	865	2	2	2	8	0	1	7
Peak Season Volume	10	492	2	2	926	2	2	2	9	0	1	7
Bkgd (Growth + Exist)	11	549	2	2	1,033	2	2	2	10	0	1	8
SR 7 Diversions		(320)		76	(80)			76			19	19
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic	0.5%	0%	0%	0%	0%	0.5%	0.5%	8.0%	1%	0%	8.0%	0%
Project Traffic	10	0	0	0	0	10	15	248	15	0	167	0
Total	**21**	**236**	**2**	**78**	**974**	**12**	**17**	**326**	**25**	**0**	**187**	**27**
Critical Volume Analysis												
No. of Lanes	1	1	1	0 >	1	1	1	1	1	1	1	1
Approach Volume		259			1,064			368			214	
Per Lane Volume	21	236	2	57	1052	12	17	326	25	0	187	27
Right Turn on Red			2			12			25			27
Right Turn Resultant			0			-17			-21			-57
North-South Critical	NB LT + SB TH =			1073			SB LT + NB TH =			293		
East-West Critical	EB LT + WB TH =			204			WB LT + EB TH =			326		
Maximum Critical Sum	**1073**			**+**	**326**		**=**		**1,399**			
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 (9/11/13)	14	753	3	3	568	3	2	0	4	0	2	7
Peak Season Volume	15	806	3	3	608	3	2	0	4	0	2	7
Bkgd (Growth + Exist)	17	899	4	4	678	4	2	0	5	0	2	8
SR 7 Diversions		(120)		29	(280)			29			67	67
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	8.0%	0.5%	0.0%	8.0%	0.0%
Project Traffic	15	0	0	0	0	15	12	199	12	0	233	0
Total	**32**	**800**	**4**	**33**	**410**	**19**	**14**	**228**	**17**	**0**	**302**	**75**
Critical Volume Analysis												
No. of Lanes	1	1	1	0 >	1	1	1	1	1	1	1	1
Approach Volume		836			462			259			377	
Per Lane Volume	32	800	4	1	443	19	14	228	17	0	302	75
Right Turn on Red			4			19			17			60
Right Turn Resultant			0			-14			-32			14
North-South Critical	NB LT + SB TH =			475			SB LT + NB TH =			801		
East-West Critical	EB LT + WB TH =			316			WB LT + EB TH =			228		
Maximum Critical Sum	**801**			**+**	**316**		**=**		**1,117**			
STATUS ?	**UNDER**											

INTERSECTION ANALYSIS SHEET
Minto West

60th St N & SR 7
(Programmed Geometrics w/Project)

Growth Rate = 0.50%
Peak Season = 1.00
Buildout Year = 2035
Years = NA

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Bkgd (Growth + Exist)	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	0	320	0	0	0	0	152	0	80	38	0
% Project Traffic	5%	0%	1%	0%	0%	0%	0%	3%	5%	1%	3%	0%
Project Traffic	105	0	31	0	0	0	0	93	155	21	63	0
Total	**105**	**0**	**351**	**0**	**0**	**0**	0	**245**	**155**	**101**	**101**	**0**
Critical Volume Analysis												
No. of Lanes	1	0	2	0	0	0	0	2	< 0	1	1	0
Approach Volume		456			0			400			202	
Per Lane Volume	105	0	176	0	0	n/a	0	200	n/a	101	101	n/a
Right Turn on Red			60			0			10			0
Right Turn Resultant			44.5			0			-115			0
North-South Critical	NB LT + SB RT =			105			SB LT + NB RT =			44.5		
East-West Critical	EB LT + WB TH =			101			WB LT + EB TH =			291		
Maximum Critical Sum	**105**			**+**	**291**		**=**		**396**			
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	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Bkgd (Growth + Exist)	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	0	120	0	0	0	0	57	0	280	133	0
% Project Traffic	5%	0%	1%	0%	0%	0%	0%	3%	5%	1%	3%	0%
Project Traffic	145	0	25	0	0	0	0	75	124	29	87	0
Total	**145**	**0**	**145**	**0**	**0**	**0**	**0**	**132**	**124**	**309**	**220**	**0**
Critical Volume Analysis												
No. of Lanes	1	0	2	0	0	0	0	2	< 0	1	1	0
Approach Volume		290			0			256			529	
Per Lane Volume	145	0	73	0	0	n/a	0	128	n/a	309	220	n/a
Right Turn on Red			60			0			10			0
Right Turn Resultant			-267			0			-155			0
North-South Critical	NB LT + SB RT =			145			SB LT + NB TH =			0		
East-West Critical	EB LT + WB TH =			220			WB LT + EB TH =			427		
Maximum Critical Sum	**145**			**+**	**427**		**=**		**572**			
STATUS ?	**UNDER**											

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 *	53	449	146	103	897	38	32	19	43	441	44	313
Total	**53**	**1,308**	**157**	**103**	**1,879**	**38**	**32**	**19**	**43**	**442**	**44**	**317**
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Approach Volume		1,518			2,020			94			803	
Per Lane Volume	53	436	157	103	627	38	32	19	43	221	44	317
Right Turn on Red			60			38			43			60
Right Turn Resultant			-124			-32			-53			154
North-South Critical	NB LT + SB TH =			680			SB LT + NB TH =			539		
East-West Critical	EB LT + WB RT =			186			WB LT + EB TH =			240		
Maximum Critical Sum	**680**			**+**	**240**		**=**		**920**			
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 *	57	870	353	251	644	41	47	75	66	203	62	144
Total	**57**	**1,799**	**401**	**257**	**1,461**	**41**	**47**	**75**	**66**	**241**	**62**	**160**
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Approach Volume		2,257			1,759			188			463	
Per Lane Volume	57	600	401	257	487	41	47	75	66	121	62	160
Right Turn on Red			60			41			60			60
Right Turn Resultant			220			-47			-51			-157
North-South Critical	NB LT + SB TH =			544			SB LT + NB TH =			857		
East-West Critical	EB LT + WB TH =			109			WB LT + EB TH =			196		
Maximum Critical Sum	**857**			**+**	**196**		**=**		**1,053**			
STATUS ?	**UNDER**											

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

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INTERSECTION ANALYSIS SHEET
Minto West

Persimmon Blvd & Royal Palm Beach Blvd

(Existing Geometrics w/Project)

Growth Rate = 0.50%
Peak Season = 1.00
Buildout Year = 2035
Years = 23

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2/27/12)	57	302	7	626	346	6	4	304	133	12	50	72
Peak Season Volume	57	302	7	626	346	6	4	304	133	12	50	72
Bkgd (Growth + Exist)	64	339	8	702	388	7	4	341	149	13	56	81
SR 7 Diversions		(320)			(80)							
Approved Projects	0	7	1	5	21	0	0	3	0	3	8	14
% Project Traffic	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	2.0%	0.0%	10.0%	0.0%
Project Traffic	42	0	0	0	0	0	0	310	62	0	209	0
Total	106	26	9	707	329	7	4	654	211	16	273	95
Critical Volume Analysis												
No. of Lanes	1	2	< 0	1	2	< 0	1	1	1	1	1	1
Approach Volume		141			1,043			869			384	
Per Lane Volume	106	18	n/a	707	168	n/a	4	654	211	16	273	95
Right Turn on Red			9			7			60			60
Right Turn Resultant			-25			-11			45			-672
North-South Critical	NB LT + SB TH =			267			SB LT + NB TH =			716		
East-West Critical	EB LT + WB TH =			277			WB LT + EB TH =			670		
Maximum Critical Sum	716			+	670			=	1,386			
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 (2/27/12)	133	444	10	150	424	4	4	79	80	17	219	369
Peak Season Volume	133	444	10	150	424	4	4	79	80	17	219	369
Bkgd (Growth + Exist)	149	498	11	168	476	4	4	89	90	19	246	414
SR 7 Diversions		(120)			(280)							
Approved Projects	0	21	3	14	12	0	0	8	0	2	5	8
% Project Traffic	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	2.0%	0.0%	10.0%	0.0%
Project Traffic	58	0	0	0	0	0	0	249	50	0	291	0
Total	207	399	14	182	208	4	4	346	140	21	542	422
Critical Volume Analysis												
No. of Lanes	1	2	< 0	1	2	< 0	1	1	1	1	1	1
Approach Volume		620			394			490			985	
Per Lane Volume	207	207	n/a	182	106	n/a	4	346	140	21	542	422
Right Turn on Red			10			4			60			60
Right Turn Resultant			-31			-8			-127			180
North-South Critical	NB LT + SB TH =			309			SB LT + NB TH =			379		
East-West Critical	EB LT + WB TH =			546			WB LT + EB TH =			367		
Maximum Critical Sum	379			+	546			=	925			
STATUS ?						UNDER						

INTERSECTION ANALYSIS SHEET
Minto West

Persimmon Blvd & SR 7
(Programmed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (2013)	162	0	0	0	0	0	0	0	455	0	0	0
Peak Season Volume	162	0	0	0	0	0	0	0	455	0	0	0
Bkgd (Growth + Exist)	181	0	0	0	0	0	0	0	508	0	0	0
Approved Projects	15	0	0	0	0	0	0	0	6	0	0	0
SR 7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
% Project Traffic	8.5%	5%	0%	0%	5%	1%	1%	0%	8.5%	0%	0%	0%
Project Traffic	178	105	0	0	155	21	31	0	263	0	0	0
Total	**374**	**425**	**0**	**0**	**235**	**21**	**31**	**0**	**777**	**0**	**0**	**0**
Critical Volume Analysis												
No. of Lanes	2	2	0	0	2	< 0	1	0	1	0	0	0
Approach Volume		799			256			808			0	
Per Lane Volume	187	213	n/a	0	128	n/a	31	0	777	0	0	n/a
Right Turn on Red			0			10			60			0
Right Turn Resultant			0			-41			530			0
North-South Critical	NB LT + SB TH =			305			SB LT + NB TH =			213		
East-West Critical	EB LT + WB RT =			31			WB LT + EB RT =			530		
Maximum Critical Sum	**305**			**+**	**530**			**=**	**835**			
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 (2013)	363	0	0	0	0	0	0	0	255	0	0	0
Peak Season Volume	363	0	0	0	0	0	0	0	255	0	0	0
Bkgd (Growth + Exist)	405	0	0	0	0	0	0	0	285	0	0	0
Approved Projects	10	0	0	0	0	0	0	0	16	0	0	0
SR 7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
% Project Traffic	8.5%	5%	0%	0%	5%	1%	1%	0%	8.5%	0%	0%	0%
Project Traffic	247	145	0	0	124	29	25	0	211	0	0	0
Total	**662**	**265**	**0**	**0**	**404**	**29**	**25**	**0**	**512**	**0**	**0**	**0**
Critical Volume Analysis												
No. of Lanes	2	2	0	0	2	< 0	1	0	1	0	0	0
Approach Volume		927			433			537			0	
Per Lane Volume	331	133	n/a	0	216.5	n/a	25	0	512	0	0	n/a
Right Turn on Red			0			10			60			0
Right Turn Resultant			0			-35			121			0
North-South Critical	NB LT + SB TH =			537.5			SB LT + NB TH =			133		
East-West Critical	EB LT + WB RT =			25			WB LT + EB RT =			121		
Maximum Critical Sum	**537.5**			**+**	**121**			**=**	**659**			
STATUS ?	**UNDER**											

INTERSECTION ANALYSIS SHEET
Minto West

Orange Grove Blvd & Royal Palm Beach Blvd
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.09
Buildout Year =	2035
Years =	24

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/29/11)	24	369	33	71	429	0	3	189	79	15	28	18
Peak Season Volume	26	402	36	77	468	0	3	206	86	16	31	20
Bkgd (Growth + Exist)	29	453	41	87	527	0	4	232	97	18	34	22
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic	1%	2%	0%	0%	1%	0%	0%	4%	1%	0%	4%	0%
Project Traffic	21	42	0	0	31	0	0	124	31	0	84	0
Total	50	502	41	87	579	0	4	356	128	18	118	22
Critical Volume Analysis												
No. of Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	< 0
Approach Volume		593			666			488			158	
Per Lane Volume	50	272	n/a	87	290	n/a	4	484	n/a	18	140	n/a
Right Turn on Red			10			0			10			10
Right Turn Resultant			-28			-4			-60			-97
North-South Critical	NB LT + SB TH =			340			SB LT + NB TH =			349		
East-West Critical	EB LT + WB TH =			134			WB LT + EB TH =			492		
Maximum Critical Sum	349			+	492			=	841			
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 (11/29/11)	111	526	30	49	513	3	2	66	75	35	150	46
Peak Season Volume	121	573	33	53	559	3	2	72	82	38	164	50
Bkgd (Growth + Exist)	136	646	37	60	630	4	2	81	92	43	184	57
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic	1%	2%	0%	0%	1%	0%	0%	4%	1%	0%	4%	0%
Project Traffic	29	58	0	0	25	0	0	99	25	0	116	0
Total	165	725	37	60	667	4	2	180	117	43	300	57
Critical Volume Analysis												
No. of Lanes	1	2	< 0	1	2	< 0	1	1	< 0	1	1	< 0
Approach Volume		927			731			299			400	
Per Lane Volume	165	381	n/a	60	336	n/a	2	297	n/a	43	357	n/a
Right Turn on Red			10			4			10			10
Right Turn Resultant			-53			-6			-175			-70
North-South Critical	NB LT + SB TH =			497			SB LT + NB TH =			431		
East-West Critical	EB LT + WB TH =			349			WB LT + EB TH =			330		
Maximum Critical Sum	497			+	349			=	846			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West

Orange Grove Blvd & SR 7
(Programmed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	24

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2011)	63	0	0	0	0	0	0	0	305	0	0	0
Peak Season Volume	63	0	0	0	0	0	0	0	305	0	0	0
Bkgd (Growth + Exist)	71	0	0	0	0	0	0	0	344	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
% Project Traffic	3.5%	13.5%	0%	0%	13.5%	0%	0%	0%	3.5%	0%	0%	0%
Project Traffic	73	282	0	0	418	0	0	0	108	0	0	0
Total	**144**	**602**	**0**	**0**	**498**	**0**	**0**	**0**	**452**	**0**	**0**	**0**
Critical Volume Analysis												
No. of Lanes	1	2	0	0	2	< 0	1	0	1	0	0	0
Approach Volume		746			498			452			0	
Per Lane Volume	144	301	n/a	0	249	n/a	0	0	452	0	0	n/a
Right Turn on Red			0			0			60			0
Right Turn Resultant			0			0			248			0
North-South Critical	NB LT + SB TH =			393			SB LT + NB TH =			301		
East-West Critical	EB LT + WB RT =			0			WB LT + EB RT =			248		
Maximum Critical Sum	**393**			**+**	**248**			**=**	**641**			
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 (2011)	240	0	0	0	0	0	0	0	151	0	0	0
Peak Season Volume	240	0	0	0	0	0	0	0	151	0	0	0
Bkgd (Growth + Exist)	271	0	0	0	0	0	0	0	170	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
% Project Traffic	3.5%	14%	0%	0%	14%	0%	0%	0%	3.5%	0%	0%	0%
Project Traffic	102	393	0	0	335	0	0	0	87	0	0	0
Total	**373**	**513**	**0**	**0**	**615**	**0**	**0**	**0**	**257**	**0**	**0**	**0**
Critical Volume Analysis												
No. of Lanes	1	2	0	0	2	< 0	1	0	1	0	0	0
Approach Volume		886			615			257			0	
Per Lane Volume	373	257	n/a	0	307.5	n/a	0	0	257	0	0	n/a
Right Turn on Red			0			0			60			0
Right Turn Resultant			0			0			-176			0
North-South Critical	NB LT + SB TH =			680.5			SB LT + NB TH =			257		
East-West Critical	EB LT + WB RT =			0			WB LT + EB TH =			0		
Maximum Critical Sum	**680.5**			**+**	**0**			**=**	**681**			
STATUS ?	**UNDER**											

INTERSECTION ANALYSIS SHEET
Minto West

Roebuck Rd & SR 7
(Programmed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	12

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2023 PBC Projected Volumes	0	192	501	327	875	0	0	0	0	358	0	50
Peak Season Volume	0	192	501	327	875	0	0	0	0	358	0	50
Bkgd (Growth + Exist)	0	204	532	347	929	0	0	0	0	380	0	53
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
% Project Traffic	0%	13.5%	0%	3%	14%	0%	0%	0%	0%	0%	0%	3%
Project Traffic	0	282	0	93	418	0	0	0	0	0	0	63
Total	**0**	**806**	**532**	**440**	**1,427**	**0**	**0**	**0**	**0**	**380**	**0**	**116**
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Approach Volume		1,338			1,867			0			496	
Per Lane Volume	0	403	532	440	714	n/a	0	0	n/a	190	0	58
Right Turn on Red			60			0			0			60
Right Turn Resultant			282			0			0			-412
North-South Critical	NB LT + SB TH =			714			SB LT + NB TH =			843		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			190		
Maximum Critical Sum	**843**			**+**	**190**		**=**		**1,033**			
STATUS ?	**UNDER**											

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2023 PBC Projected Volumes	0	864	258	77	440	0	0	0	0	561	0	330
Peak Season Volume	0	864	258	77	440	0	0	0	0	561	0	330
Bkgd (Growth + Exist)	0	917	274	82	467	0	0	0	0	596	0	350
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
SR 7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
% Project Traffic	0%	13.5%	0%	3%	13.5%	0%	0%	0%	0%	0%	0%	3%
Project Traffic	0	393	0	75	335	0	0	0	0	0	0	87
Total	**0**	**1,430**	**274**	**157**	**1,082**	**0**	**0**	**0**	**0**	**596**	**0**	**437**
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Approach Volume		1,704			1,239			0			1,033	
Per Lane Volume	0	715	274	157	541	n/a	0	0	n/a	298	0	219
Right Turn on Red			60			0			0			60
Right Turn Resultant			-84			0			0			31.5
North-South Critical	NB LT + SB TH =			541			SB LT + NB TH =			872		
East-West Critical	EB LT + WB RT =			31.5			WB LT + EB RT =			298		
Maximum Critical Sum	**872**			**+**	**298**		**=**		**1,170**			
STATUS ?	**UNDER**											

INTERSECTION ANALYSIS SHEET
Minto West

Okeechobee Blvd & Seminole Pratt Whitney Rd

(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.04
Buildout Year =	2035
Years =	23

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/26/12)	10	183	55	329	610	4	10	108	92	78	18	214
Peak Season Volume	10	190	57	342	634	4	10	112	96	81	19	223
Bkgd (Growth + Exist)	12	213	64	384	712	5	12	126	107	91	21	250
Approved Projects	0	30	7	4	41	0	0	0	0	7	0	2
% Project Traffic	0%	22.0%	0.0%	10.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
Project Traffic	0	460	0	310	681	0	0	0	0	0	0	209
Total	**12**	**703**	**71**	**698**	**1,434**	**5**	**12**	**126**	**107**	**98**	**21**	**461**
Critical Volume Analysis												
No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Approach Volume		786			2,137			245			580	
Per Lane Volume	12	352	71	349	717	5	12	126	107	98	21	231
Right Turn on Red			60			5			60			60
Right Turn Resultant			-87			-12			35			-178
North-South Critical	NB LT + SB TH =			729			SB LT + NB TH =			701		
East-West Critical	EB LT + WB TH =			33			WB LT + EB TH =			224		
Maximum Critical Sum	**729**			**+**	**224**			**=**	**953**			
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 (4/26/12)	60	554	63	205	302	13	2	33	29	67	76	304
Peak Season Volume	62	576	66	213	314	14	2	34	30	70	79	316
Bkgd (Growth + Exist)	70	646	73	239	352	15	2	38	34	78	89	355
Approved Projects	0	103	12	9	90	0	0	0	0	12	0	10
% Project Traffic	0%	22.0%	0.0%	10.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
Project Traffic	0	640	0	249	547	0	0	0	0	0	0	291
Total	**70**	**1,389**	**85**	**497**	**989**	**15**	**2**	**38**	**34**	**90**	**89**	**656**
Critical Volume Analysis												
No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Approach Volume		1,544			1,501			74			835	
Per Lane Volume	70	695	85	249	495	15	2	38	34	90	89	328
Right Turn on Red			60			15			34			60
Right Turn Resultant			-65			-2			-70			19
North-South Critical	NB LT + SB TH =			565			SB LT + NB TH =			944		
East-West Critical	EB LT + WB TH =			91			WB LT + EB TH =			128		
Maximum Critical Sum	**944**			**+**	**128**			**=**	**1,072**			
STATUS ?	**UNDER**											

INTERSECTION ANALYSIS SHEET
Minto West

Okeechobee Blvd & Royal Palm Beach Blvd
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	23

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2/21/12)	79	201	210	523	352	208	184	1266	81	126	578	226
Peak Season Volume	79	201	210	523	352	208	184	1,266	81	126	578	226
Bkgd (Growth + Exist)	89	225	236	587	395	233	206	1,420	91	141	648	253
Approved Projects	3	3	10	18	3	0	0	67	3	18	104	24
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	8.0%	0%	0%	8.0%	0%
Project Traffic	0	0	0	0	0	0	0	248	0	0	167	0
Total	**92**	**228**	**246**	**605**	**398**	**233**	**206**	**1,735**	**94**	**159**	**919**	**277**
Critical Volume Analysis												
No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Approach Volume		566			1,236			2,035			1,355	
Per Lane Volume	92	114	246	202	398	233	103	579	94	80	460	139
Right Turn on Red			60			60			60			60
Right Turn Resultant			106			70			-58			-93.5
North-South Critical	NB LT + SB TH =			490			SB LT + NB TH =			316		
East-West Critical	EB LT + WB TH =			563			WB LT + EB TH =			659		
Maximum Critical Sum	**490**			**+**	**659**			**=**	**1,149**			
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 (2/21/12)	186	436	144	445	328	178	255	691	60	214	1296	479
Peak Season Volume	186	436	144	445	328	178	255	691	60	214	1,296	479
Bkgd (Growth + Exist)	209	489	162	499	368	200	286	775	67	240	1,454	537
Approved Projects	5	5	27	41	5	0	0	171	5	22	156	38
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	8.0%	0%	0%	8.0%	0%
Project Traffic	0	0	0	0	0	0	0	199	0	0	233	0
Total	**214**	**494**	**189**	**540**	**373**	**200**	**286**	**1,145**	**72**	**262**	**1,843**	**575**
Critical Volume Analysis												
No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Approach Volume		897			1,113			1,503			2,680	
Per Lane Volume	214	247	189	180	373	200	143	382	72	131	922	288
Right Turn on Red			60			60			60			60
Right Turn Resultant			-2			-3			-202			77.5
North-South Critical	NB LT + SB TH =			587			SB LT + NB TH =			427		
East-West Critical	EB LT + WB TH =			1065			WB LT + EB TH =			513		
Maximum Critical Sum	**587**			**+**	**1065**			**=**	**1,652**			
STATUS ?	**OVER**											

INTERSECTION ANALYSIS SHEET
Minto West

Okeechobee Blvd & SR 7
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (1/29/13)	354	193	419	648	667	16	41	2172	463	469	688	113
Peak Season Volume	354	193	419	648	667	16	41	2,172	463	469	688	113
Bkgd (Growth + Exist)	395	215	468	723	744	18	46	2,424	517	523	768	126
Roebuck Diversions		60	(60)	(327)	129	229	441	(441)		(129)	(229)	(50)
Approved Projects	47	28	94	31	47	0	0	180	81	80	102	21
SR 7 Diversions	(80)	80	0	60	20	0	0	(60)	(20)	0	(240)	240
% Project Traffic	1%	5.5%	0%	7.0%	5.5%	0%	0%	6.5%	1%	0%	6.5%	7.0%
Project Traffic	21	115	0	217	170	0	0	201	31	0	136	146
Total	383	498	502	704	1,110	247	487	2,304	609	474	537	483
								110*			96*	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Approach Volume		1,383			2,061			3,400			1,494	
Per Lane Volume	128	249	251	352	370	247	244	576	305	158	135	483
Right Turn on Red			60			60			60			60
Right Turn Resultant			63			-57			146.5			71
North-South Critical	NB LT + SB TH =			498			SB LT + NB TH =			601		
East-West Critical	EB LT + WB TH =			379			WB LT + EB TH =			734		
Maximum Critical Sum	601			+	734		=		1,335			
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 (1/29/13)	899	717	333	195	328	28	91	907	567	683	1774	469
Peak Season Volume	899	717	333	195	328	28	91	907	567	683	1,774	469
Bkgd (Growth + Exist)	1,003	800	372	218	366	31	102	1,012	633	762	1,980	523
Roebuck Diversions		64	(64)	(77)	141	421	441	(441)		(141)	(421)	(330)
Approved Projects	118	78	125	62	64	0	0	269	92	141	331	69
SR 7 Diversions	(30)	30	0	210	70	0	0	(210)	(70)	0	(90)	90
% Project Traffic	1.0%	5.5%	0.0%	7.0%	5.5%	0.0%	0.0%	6.5%	1.0%	0.0%	6.5%	7.0%
Project Traffic	29	137	0	204	160	0	0	162	25	0	189	204
Total	1,120	1,109	433	617	801	452	543	792	680	762	1,989	556
								122*			132*	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Approach Volume		2,662			1,870			2,015			3,307	
Per Lane Volume	373	555	217	309	267	452	272	198	340	254	498	556
Right Turn on Red			60			60			60			60
Right Turn Resultant			-67.5			120			-63			187
North-South Critical	NB LT + SB TH =			640			SB LT + NB TH =			864		
East-West Critical	EB LT + WB TH =			770			WB LT + EB TH =			452		
Maximum Critical Sum	864			+	770		=		1,634			
STATUS ?	OVER											

* For Interchange Analysis, thru volumes were calculated as 10% of LT/RT volume on approach (Southern & SR 7 actual volumes range from 6% to 15%).

5/6/2014 15:09

MINTO WEST – RESTRICTED ACCESS

Exhibit 6A - Appendix I
Minto West
Test 1 Link Analysis - AM Peak Hour w/o Connection to ITID Roads

Roadway	Link	Lanes	Dir	AM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
60th Street North	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	39	-	5	5	91		135	880	Yes	15	150	Yes
		2L	WB	13	-	2	2	71		86	880	Yes	10	96	Yes
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	741	367	86	453	(345)		849	880	Yes	15	864	Yes
		2L	SB	351	104	41	145	(78)		418	880	Yes	93	511	Yes
	Temple Blvd to Northlake Blvd	2L	NB	1,018	323	118	441	(345)		1,114	880	NO	15	1,129	NO
		2L	SB	231	71	27	98	(78)		251	880	Yes	104	354	Yes
Crestwood Blvd	Okeechobee Blvd to Royal Palm Bch Blvd	4LD	NB	409	2	47	49			458	1,960	Yes	21	479	Yes
		4LD	SB	1,073	3	124	127			1,200	1,960	Yes	31	1,231	Yes
Jog Road	Turnpike Entrance to Northlake Blvd (5)	4LD	SB	998	-	78	78			1,076	1,770	Yes	122	1,198	Yes
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	814	301	94	395	(146)		1,063	1,960	Yes	765	1,828	Yes
		4LD	WB	235	94	27	121	(42)		314	1,960	Yes	518	833	Yes
	Hall Blvd to 140th Ave (6)	4LD	EB	814	301	94	395	(146)		1,063	1,960	Yes	765	1,828	Yes
		4LD	WB	235	94	27	121	(42)		314	1,960	Yes	518	833	Yes
	140th Ave to Coconut Blvd (6)	4LD	EB	1,345	413	156	569	(154)		1,760	1,960	Yes	749	2,509	NO
		4LD	WB	311	144	36	180	(36)		455	1,960	Yes	508	963	Yes
	Coconut Blvd to Ibis Blvd	4LD	EB	2,359	831	274	1,105	(512)		2,952	1,960	NO	734	3,686	NO
		4LD	WB	459	171	53	224	(100)		583	1,960	Yes	498	1,081	Yes
	Ibis Blvd to SR 7	4LD	EB	2,541	869	295	1,164	(512)		3,193	1,960	NO	704	3,896	NO
		4LD	WB	615	149	71	220	(100)		735	1,960	Yes	477	1,212	Yes
	SR 7 to Beeline Hwy	4LD	EB	2,541	869	295	1,164			3,705	3,320	NO	688	4,393	NO
		4LD	WB	615	149	71	220			835	3,320	Yes	466	1,302	Yes
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	1,426	76	165	241			1,667	2,940	Yes	459	2,126	Yes
		6LD	WB	491	341	57	398			889	2,940	Yes	311	1,200	Yes
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	1,846	138	214	352			2,198	2,680	Yes	306	2,504	Yes
		6LD	WB	702	147	81	228			930	2,680	Yes	207	1,138	Yes
	Steeplechase Dr. to Military Trail	6LD	EB	2,316	185	269	454			2,770	2,940	Yes	275	3,045	NO
		6LD	WB	1,122	172	130	302			1,424	2,940	Yes	187	1,611	Yes
	Military Trail to I-95 (7)	6LD	EB	2,065	230	239	469			2,534	3,890	Yes	153	2,687	Yes
Okeechobee Blvd	Seminole Pratt Whitney Rd to B Road (8)	2L	EB	517	74	66	140			657	1,140	Yes	673	1,330	NO
		2L	WB	353	35	45	80			433	1,140	Yes	456	889	Yes
	B Road to 140th Ave (E Road) (8)	2L	EB	517	70	66	136			653	1,140	Yes	658	1,310	NO
		2L	WB	353	42	45	87			440	1,140	Yes	446	886	Yes
	140th Ave (E Road) to Folsom Rd	2L	EB	766	82	89	171			937	880	NO	642	1,579	NO
		2L	WB	457	59	53	112			569	880	Yes	435	1,004	NO
	Folsom Road to Crestwood Blvd	4LD	EB	766	36	89	125			891	1,770	Yes	627	1,518	Yes
		4LD	WB	457	38	53	91			548	1,770	Yes	425	973	Yes
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,438	59	167	226			1,664	1,770	Yes	581	2,245	NO
		4LD	WB	825	72	96	168			993	1,770	Yes	394	1,387	Yes
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,391	211	277	488	(230)		2,649	2,680	Yes	489	3,139	NO
		6LD	WB	990	177	115	292	(110)		1,172	2,680	Yes	332	1,503	Yes
	Wildcat Way to SR 7	8LD	EB	2,166	252	251	503	(230)		2,439	3,590	Yes	474	2,913	Yes
		8LD	WB	1,033	154	120	274	(110)		1,197	3,590	Yes	321	1,518	Yes

Exhibit 6A - Appendix I
Minto West
Test 1 Link Analysis - AM Peak Hour w/o Connection to ITID Roads

Roadway	Link	Lanes	Dir	AM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
Okeechobee Blvd	SR 7 to Sansbury's Way	8LD	EB	2,675	377	310	687		(829)	2,533	3,940	Yes	382	2,916	Yes
		8LD	WB	1,035	260	120	380		(408)	1,007	3,940	Yes	259	1,266	Yes
	Sansbury's Way to Benoist Farms Rd	8LD	EB	3,026	417	351	768		(829)	2,965	3,590	Yes	352	3,317	Yes
		8LD	WB	1,120	283	130	413		(408)	1,125	3,590	Yes	238	1,363	Yes
	Benoist Farms Rd to Skees Rd	8LD	EB	2,889	440	335	775		(829)	2,835	3,590	Yes	321	3,156	Yes
		8LD	WB	1,302	305	151	456		(408)	1,350	3,590	Yes	218	1,568	Yes
	Skees Rd to Jog Rd	8LD	EB	2,966	381	344	725		(829)	2,862	3,590	Yes	321	3,183	Yes
		8LD	WB	1,345	310	156	466		(408)	1,403	3,590	Yes	218	1,621	Yes
	Jog Rd to Turnpike (7)	8LD	EB	2,983	384	346	730		(132)	3,581	5,651	Yes	229	3,810	Yes
	Turnpike to Haverhill Rd (7)	8LD	EB	3,162	222	367	589			3,751	4,164	Yes	229	3,980	Yes
	Haverhill Rd to Military Trail (7)	8LD	EB	3,375	202	391	593			3,968	5,081	Yes	199	4,167	Yes
Orange Blvd	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	331	58	38	96	35		462	880	Yes	229	692	Yes
		2L	WB	244	51	28	79	26		349	880	Yes	155	505	Yes
	Hall Blvd to 140th Ave	2L	EB	331	35	38	73	35		439	880	Yes	199	638	Yes
		2L	WB	244	34	28	62	26		332	880	Yes	135	467	Yes
	140th Ave to Avocado Blvd	2L	EB	490	61	57	118	56		664	880	Yes	199	863	Yes
		2L	WB	185	26	21	47	21		253	880	Yes	135	388	Yes
	Avocado Blvd to Coconut Blvd	2L	EB	490	61	57	118	56		664	880	Yes	92	756	Yes
		2L	WB	185	26	21	47	21		253	880	Yes	62	316	Yes
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	619	28	72	100	(146)		573	880	Yes	61	634	Yes
		2L	WB	481	135	56	191	(114)		558	880	Yes	41	599	Yes
Royal Palm Beach Blvd	RPB North City Limits to Orange Grove Blvd	4LD	NB	499	8	58	66	(137)		428	1,960	Yes	76	504	Yes
		4LD	SB	585	23	68	91	(160)		516	1,960	Yes	52	568	Yes
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	499	8	58	66	(137)		428	1,960	Yes	31	458	Yes
		4LD	SB	585	23	68	91	(160)		516	1,960	Yes	21	537	Yes
	Persimmon Blvd to 60th Street N	2L	NB	499	15	58	73	(132)		440	880	Yes	21	461	Yes
		2L	SB	585	24	68	92	(221)		456	880	Yes	31	486	Yes
	60th Street N to Orange Blvd	2L	NB	538	7	62	69	(101)		506	880	Yes	41	548	Yes
		2L	SB	900	21	104	125	(168)		857	880	Yes	61	919	NO
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	370	277	43	320			690	1,960	Yes	663	1,353	Yes
		4LD	SB	844	149	98	247			1,091	1,960	Yes	979	2,070	NO
	Okeechobee Blvd to Sycamore/Site (9)	4LD	NB	527	221	70	291			818	1,960	Yes	1,140	1,958	Yes
		4LD	SB	922	133	122	255			1,177	1,960	Yes	1,682	2,860	NO
	Sycamore/Site to Persimmon Blvd	4LD	NB	878	210	102	312			1,190	1,960	Yes	1,835	3,025	NO
		4LD	SB	728	113	84	197			925	1,960	Yes	1,244	2,169	NO
	Persimmon Blvd to 60th St N	2L	NB	878	210	102	312			1,190	880	NO	1,377	2,566	NO
		2L	SB	728	113	84	197			925	880	NO	933	1,858	NO
	60th St N to Orange Blvd	4LD	NB	550	210	64	274	(40)		784	1,960	Yes	1,224	2,007	NO
		4LD	SB	597	113	69	182	(44)		735	1,960	Yes	829	1,564	Yes
	Orange Blvd to Temple Blvd (6)	4LD	NB	487	29	56	85	(81)		491	1,960	Yes	902	1,394	Yes
		4LD	SB	506	29	59	88	(84)		510	1,960	Yes	612	1,121	Yes
	Temple Blvd to Northlake Blvd (6)	4LD	NB	487	29	56	85	(81)		491	1,960	Yes	780	1,272	Yes
		4LD	SB	506	29	59	88	(84)		510	1,960	Yes	529	1,038	Yes
	Northlake Blvd to North (4)	2L	NB	42	28	5	33			75	1,140	Yes	15	90	Yes

Exhibit 6A - Appendix I
Minto West
Test 1 Link Analysis - AM Peak Hour w/o Connection to ITID Roads

Roadway	Link	Lanes	Dir	AM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
Southern Boulevard	CR 880 to Lion Country Safari	4LD	EB	445	108	52	160			605	3,130	Yes	52	656	Yes
		4LD	WB	889	145	103	248			1,137	3,130	Yes	76	1,214	Yes
	Lion Country Safari to Seminole Pratt (6)	6LD	EB	625	1,230	72	1,302			1,927	2,720	Yes	62	1,990	Yes
		6LD	WB	915	571	106	677			1,592	2,720	Yes	92	1,684	Yes
	Seminole Pratt to Binks Forest Dr (6)	6LD	EB	1,195	884	139	1,023			2,218	2,940	Yes	857	3,074	NO
		6LD	WB	1,095	405	127	532			1,627	2,940	Yes	580	2,207	Yes
	Binks Forest Dr to Big Blue Tr (6)	6LD	EB	1,563	942	181	1,123			2,686	2,940	Yes	795	3,482	NO
		6LD	WB	1,193	597	138	735			1,928	2,940	Yes	539	2,467	Yes
	Big Blue Trace to Palms West Pkwy (6)	6LD	EB	1,997	794	232	1,026			3,023	2,680	NO	749	3,772	NO
		6LD	WB	1,619	514	188	702			2,321	2,680	Yes	508	2,829	NO
	Palms West Pkwy to Forest Hill Blvd	6LD	EB	1,997	785	232	1,017			3,014	2,680	NO	749	3,763	NO
		6LD	WB	1,619	528	188	716			2,335	2,680	Yes	508	2,843	NO
	Forest Hill Blvd to Cypress Head	6LD	EB	2,895	659	336	995			3,890	2,940	NO	627	4,517	NO
		6LD	WB	1,549	406	180	586			2,135	2,940	Yes	425	2,560	Yes
	Cypress Head to Royal Palm Beach Blvd	8LD	EB	2,872	610	333	943			3,815	2,940	NO	627	4,442	NO
		8LD	WB	1,495	400	173	573			2,068	2,940	Yes	425	2,493	Yes
	Royal Palm Beach Blvd to SR 7	8LD	EB	3,243	502	376	878			4,121	3,940	NO	597	4,718	NO
		8LD	WB	1,856	311	215	526			2,382	3,940	Yes	404	2,786	Yes
	SR 7 to Sansbury's Way	8LD	EB	3,647	404	423	827			4,474	3,940	NO	413	4,887	NO
		8LD	WB	1,890	294	219	513			2,403	3,940	Yes	280	2,683	Yes
	Sansbury's Way to Benoist Farms Rd	8LD	EB	3,528	142	409	551			4,079	3,940	NO	382	4,462	NO
		8LD	WB	2,036	223	236	459			2,495	3,940	Yes	259	2,754	Yes
	Benoist Farms Rd to Pike Rd/TP	8LD	EB	3,528	170	409	579			4,107	3,590	NO	382	4,490	NO
		8LD	WB	2,036	156	236	392			2,428	3,590	Yes	259	2,687	Yes
	Turnpike to Jog Rd	8LD	EB	3,671	284	426	710			4,381	3,940	NO	184	4,564	NO
SR 7	Okeechobee Blvd to Roebuck Rd (6)	4LD	NB	263	35	31	66	63	451	843	1,960	Yes	61	904	Yes
	Roebuck Rd to Orange Grove Blvd (6)	4LD	NB	263	35	31	66	63		392	3,320	Yes	31	422	Yes
		4LD	SB	1,310	52	152	204	315		1,829	3,320	Yes	21	1,850	Yes
	Orange Grove Blvd to Persimmon Blvd (6)	4LD	NB	263	41	31	72	63		398	3,320	Yes	15	413	Yes
		4LD	SB	1,310	47	152	199	315		1,824	3,320	Yes	10	1,834	Yes
SR 710 / Beeline Highway	Northlake Blvd to Jog Rd	4LD	EB	1,749	887	203	1,090			2,839	1,960	NO	138	2,976	NO
Turnpike	Lake Worth Rd to Southern Blvd (10)	4LX	SB	2,567	8	312	320			2,887	3,720	Yes	245	3,132	Yes

(1) Count data from Palm Beach County. See Appendix A.
(2) Committed development data from County TPS Database plus Palm Beach State College, Groves Town Center and Highland Dunes where the impact is significant. See Appendix D.
(3) Diversion analysis included in Appendix F.
(4) Link count based on intersection count data from 2008-2012.
(5) Utilizes 2020 traffic volume projection from Jog Road Extension Intersection Study by PTC, PTC#09-068, dated 9/23/10.
(6) Includes programmed improvement to 4 lanes (Northlake Blvd in 2017, SR 7 in 2016, 2017 & 2018, Seminole Pratt-Whitney Rd in 2014) and 6 lanes Southern Blvd in 2018.
(7) Utilizes CRALLS service volume.
(8) Utilized 2011 count.
(9) Utilized 2010 count.
(10) Utilized FDOT 2012 count.

Exhibit 6B - Appendix I
Minto West
Test 1 Link Analysis - PM Peak Hour w/o Connection to ITID Roads

				PM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
Roadway	Link	Lanes	Dir	(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
60th Street North	Royal Palm Beach Blvd to SR 7 (4)	2L	EB	11	-	1	1	76		88	880	Yes	12	101	Yes
		2L	WB	12	-	2	2	94		108	880	Yes	14	122	Yes
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	435	189	50	239	(110)		564	880	Yes	12	577	Yes
		2L	SB	639	465	74	539	(278)		900	880	NO	14	915	NO
	Temple Blvd to Northlake Blvd	2L	NB	325	120	38	158	(110)		373	880	Yes	12	385	Yes
		2L	SB	820	388	95	483	(278)		1,025	880	NO	14	1,040	NO
Crestwood Blvd	Okeechobee Blvd to Royal Palm Bch Blvd	4LD	NB	849	5	98	103			952	1,960	Yes	29	981	Yes
		4LD	SB	492	5	57	62			554	1,960	Yes	25	579	Yes
Jog Road	Turnpike Entrance to Northlake Blvd (5)	4LD	NB	1,156	-	90	90			1,246	1,770	Yes	115	1,361	Yes
		4LD	SB	1,180	-	92	92			1,272	1,770	Yes	99	1,370	Yes
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd (6)	4LD	EB	294	159	34	193	(53)		434	1,960	Yes	616	1,050	Yes
		4LD	WB	620	380	72	452	(111)		961	1,960	Yes	721	1,681	Yes
	Hall Blvd to 140th Ave (6)	4LD	EB	294	159	34	193	(53)		434	1,960	Yes	616	1,050	Yes
		4LD	WB	620	380	72	452	(111)		961	1,960	Yes	721	1,681	Yes
	140th Ave to Coconut Blvd (6)	4LD	EB	378	264	44	308	(43)		643	1,960	Yes	604	1,247	Yes
		4LD	WB	1,181	546	137	683	(135)		1,729	1,960	Yes	706	2,435	NO
	Coconut Blvd to Ibis Blvd	4LD	EB	669	292	78	370	(146)		893	1,960	Yes	592	1,484	Yes
		4LD	WB	2,034	981	236	1,217	(443)		2,808	1,960	NO	692	3,500	NO
	Ibis Blvd to SR 7	4LD	EB	820	255	95	350	(146)		1,024	1,960	Yes	567	1,591	Yes
		4LD	WB	2,117	985	246	1,231	(443)		2,905	1,960	NO	663	3,567	NO
	SR 7 to Beeline Hwy	4LD	EB	820	255	95	350			1,170	3,320	Yes	555	1,725	Yes
		4LD	WB	2,117	985	246	1,231			3,348	3,320	NO	648	3,996	NO
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	690	377	80	457			1,147	2,940	Yes	370	1,517	Yes
		6LD	WB	1,299	99	151	250			1,549	2,940	Yes	432	1,981	Yes
	Ryder Cup Blvd to Steeplechase Dr.	6LD	EB	1,034	178	120	298			1,332	2,680	Yes	247	1,578	Yes
		6LD	WB	1,682	157	195	352			2,034	2,680	Yes	288	2,322	Yes
	Steeplechase Dr. to Military Trail	6LD	EB	1,467	223	170	393			1,860	2,940	Yes	222	2,082	Yes
		6LD	WB	2,170	215	252	467			2,637	2,940	Yes	259	2,896	Yes
	Military Trail to I-95 (7)	6LD	WB	2,065	256	239	495			2,560	3,890	Yes	144	2,705	Yes
Okeechobee Blvd	Seminole Pratt Whitney Rd to B Road (8)	2L	EB	290	49	37	238			528	1,140	Yes	542	1,070	Yes
		2L	WB	520	69	66	224			744	1,140	Yes	634	1,378	NO
	B Road to 140th Ave (E Road) (8)	2L	EB	290	56	37	269			559	1,140	Yes	530	1,089	Yes
		2L	WB	520	73	66	242			762	1,140	Yes	620	1,382	NO
	140th Ave (E Road) to Folsom Rd	2L	EB	520	109	66	351			871	880	Yes	518	1,388	NO
		2L	WB	730	120	93	316			1,046	880	NO	605	1,651	NO
	Folsom Road to Crestwood Blvd	4LD	EB	520	92	60	270			790	1,770	Yes	505	1,295	Yes
		4LD	WB	730	92	85	376			1,106	1,770	Yes	591	1,697	Yes
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,000	147	116	373			1,373	1,770	Yes	468	1,842	NO
		4LD	WB	1,464	142	170	499			1,963	1,770	NO	548	2,511	NO
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	1,379	338	160	641	(133)		1,887	2,680	Yes	394	2,282	Yes
		6LD	WB	2,075	379	241	864	(226)		2,713	2,680	NO	461	3,174	NO
	Wildcat Way to SR 7	8LD	EB	1,248	331	145	566	(133)		1,681	3,590	Yes	382	2,063	Yes
		8LD	WB	2,131	413	247	861	(226)		2,766	3,590	Yes	447	3,213	Yes

Exhibit 6B - Appendix I
Minto West
Test 1 Link Analysis - PM Peak Hour w/o Connection to ITID Roads

Roadway	Link	Lanes	Dir	PM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
Okeechobee Blvd	SR 7 to Sansbury's Way	8LD	EB	1,264	488	147	747		(336)	1,675	3,940	Yes	308	1,983	Yes
		8LD	WB	2,575	591	299	1,081		(891)	2,765	3,940	Yes	360	3,125	Yes
	Sansbury's Way to Benoist Farms Rd	8LD	EB	1,437	473	167	752		(336)	1,853	3,590	Yes	283	2,137	Yes
		8LD	WB	2,902	567	337	1,131		(891)	3,142	3,590	Yes	331	3,474	Yes
	Benoist Farms Rd to Skees Rd	8LD	EB	1,376	497	160	762		(336)	1,802	3,590	Yes	259	2,060	Yes
		8LD	WB	2,827	590	328	1,133		(891)	3,069	3,590	Yes	303	3,371	Yes
	Skees Rd to Jog Rd	8LD	EB	1,454	484	169	750		(336)	1,868	3,590	Yes	259	2,127	Yes
		8LD	WB	2,976	527	345	1,074		(891)	3,159	3,590	Yes	303	3,462	Yes
	Jog Rd to Turnpike (7)	8LD	EB	2,014	793	234	1,094		(63)	3,045	5,651	Yes	185	3,230	Yes
		8LD	WB	2,622	491	304	910		(132)	3,400	5,651	Yes	216	3,616	Yes
	Turnpike to Haverhill Rd (7)	8LD	WB	3,078	338	357	797			3,875	4,164	Yes	216	4,091	Yes
	Haverhill Rd to Military Trail (7)	8LD	WB	3,070	300	356	745			3,815	5,081	Yes	187	4,003	Yes
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	465	106	54	160	50		675	880	Yes	185	860	Yes
		2L	WB	472	109	55	164	51		687	880	Yes	216	903	NO
	Hall Blvd to 140th Ave	2L	EB	465	66	54	120	50		635	880	Yes	160	795	Yes
		2L	WB	472	67	55	122	51		645	880	Yes	187	832	Yes
	140th Ave to Avocado Blvd	2L	EB	286	50	33	83	32		401	880	Yes	160	561	Yes
		2L	WB	469	88	54	142	53		664	880	Yes	187	852	Yes
	Avocado Blvd to Coconut Blvd	2L	EB	286	50	33	83	32		401	880	Yes	74	475	Yes
		2L	WB	469	88	54	142	53		664	880	Yes	86	751	Yes
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	519	165	60	225	(122)		622	880	Yes	49	671	Yes
		2L	WB	642	52	74	126	(151)		617	880	Yes	58	675	Yes
Royal Palm Beach Blvd	RPB North City Limits to Orange Grove Blvd	4LD	NB	679	23	79	102	(186)		595	1,960	Yes	62	656	Yes
		4LD	SB	622	13	72	85	(170)		537	1,960	Yes	72	609	Yes
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	679	23	79	102	(186)		595	1,960	Yes	25	619	Yes
		4LD	SB	622	13	72	85	(170)		537	1,960	Yes	29	566	Yes
	Persimmon Blvd to 60th Street N	2L	NB	679	25	79	104	(212)		571	880	Yes	29	600	Yes
		2L	SB	622	20	72	92	(157)		557	880	Yes	25	582	Yes
	60th Street N to Orange Blvd	2L	NB	865	21	100	121	(162)		824	880	Yes	58	882	NO
		2L	SB	638	12	74	86	(119)		605	880	Yes	49	654	Yes
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	778	226	90	533			1,311	1,960	Yes	922	2,234	NO
		4LD	SB	441	290	51	341			782	1,960	Yes	789	1,571	Yes
	Okeechobee Blvd to Sycamore/Site (9)	4LD	NB	968	215	129	344			1,312	1,960	Yes	1,585	2,897	NO
		4LD	SB	515	260	68	328			843	1,960	Yes	1,356	2,199	NO
	Sycamore/Site to Persimmon Blvd	4LD	NB	781	166	91	257			1,038	1,960	Yes	1,479	2,517	NO
		4LD	SB	595	222	69	291			886	1,960	Yes	1,729	2,615	NO
	Persimmon Blvd to 60th St N	2L	NB	781	166	91	257			1,038	880	NO	1,109	2,147	NO
		2L	SB	595	222	69	291			886	880	NO	1,297	2,183	NO
	60th St N to Orange Blvd	4LD	NB	510	166	59	225	(37)		698	1,960	Yes	986	1,684	Yes
		4LD	SB	592	222	69	291	(43)		840	1,960	Yes	1,153	1,992	NO
	Orange Blvd to Temple Blvd (6)	4LD	NB	537	44	62	106	(89)		554	1,960	Yes	727	1,281	Yes
		4LD	SB	465	45	54	99	(77)		487	1,960	Yes	850	1,337	Yes
	Temple Blvd to Northlake Blvd (6)	4LD	NB	537	44	62	106	(89)		554	1,960	Yes	629	1,183	Yes
		4LD	SB	465	45	54	99	(77)		487	1,960	Yes	735	1,222	Yes
	Northlake Blvd to North (4)	2L	NB	65	25	8	33			98	1,140	Yes	12	110	Yes
		2L	SB	47	28	5	33			80	1,140	Yes	14	95	Yes

Exhibit 6B - Appendix I
Minto West
Test 1 Link Analysis - PM Peak Hour w/o Connection to ITID Roads

Roadway	Link	Lanes	Dir	PM PEAK HOUR											
				Existing	Committed Dev. Analysis (2)			SR 7	Roebuck	Total	Service	Meets		Total	Meets
				(2013) (1)	TPS	0.5% Growth	Total	Div. (3)	Div. (3)	Bkgd.	Volume	Std?	Project	(2035)	Std?
Southern Blvd	CR 880 to Lion Country Safari	4LD	EB	811	173	94	267			1,078	3,130	Yes	72	1,150	Yes
		4LD	WB	497	137	58	195			692	3,130	Yes	62	753	Yes
	Lion Country Safari to Seminole Pratt (6)	6LD	EB	1,066	736	124	860			1,926	2,720	Yes	86	2,012	Yes
		6LD	WB	607	1,096	70	1,166			1,773	2,720	Yes	74	1,847	Yes
	Seminole Pratt to Binks Forest Dr (6)	6LD	EB	1,265	559	147	706			1,971	2,940	Yes	690	2,661	Yes
		6LD	WB	1,105	846	128	974			2,079	2,940	Yes	807	2,886	Yes
	Binks Forest Dr to Big Blue Tr (6)	6LD	EB	1,339	826	155	981			2,320	2,940	Yes	641	2,961	NO
		6LD	WB	1,349	1,056	156	1,212			2,561	2,940	Yes	749	3,311	NO
	Big Blue Trace to Palms West Pkwy (6)	6LD	EB	1,744	690	202	892			2,636	2,680	Yes	604	3,240	NO
		6LD	WB	1,893	886	220	1,106			2,999	2,680	NO	706	3,705	NO
	Palms West Pkwy to Forest Hill Blvd	6LD	EB	1,744	698	202	900			2,644	2,680	Yes	604	3,248	NO
		6LD	WB	1,893	878	220	1,098			2,991	2,680	NO	706	3,697	NO
	Forest Hill Blvd to Cypress Head	6LD	EB	1,953	617	226	843			2,796	2,940	Yes	505	3,302	NO
		6LD	WB	2,674	785	310	1,095			3,769	2,940	NO	591	4,360	NO
	Cypress Head to Royal Palm Beach Blvd	8LD	EB	2,028	575	235	810			2,838	2,940	Yes	505	3,344	NO
		8LD	WB	2,610	699	303	1,002			3,612	2,940	NO	591	4,202	NO
	Royal Palm Beach Blvd to SR 7	8LD	EB	2,389	543	277	820			3,209	3,940	Yes	481	3,690	Yes
		8LD	WB	3,365	620	390	1,010			4,375	3,940	NO	562	4,937	NO
	SR 7 to Sansbury's Way	8LD	EB	2,230	420	259	679			2,909	3,940	Yes	333	3,241	Yes
		8LD	WB	2,933	424	340	764			3,697	3,940	Yes	389	4,086	NO
	Sansbury's Way to Benoist Farms Rd	8LD	EB	2,125	310	246	556			2,681	3,940	Yes	308	2,990	Yes
		8LD	WB	3,261	246	378	624			3,885	3,940	Yes	360	4,245	NO
	Benoist Farms Rd to Pike Rd/TP	8LD	EB	2,125	236	246	482			2,607	3,590	Yes	308	2,916	Yes
		8LD	WB	3,261	279	378	657			3,918	3,590	NO	360	4,278	NO
SR 7	Okeechobee Blvd to Roebuck Rd (6)	4LD	NB	1,093	90	127	217	262	(72)	1,500	1,960	Yes	49	1,549	Yes
		4LD	SB	451	75	52	127	108	484	1,170	1,960	Yes	58	1,228	Yes
	Roebuck Rd to Orange Grove Blvd (6)	4LD	NB	1,093	90	127	217	262		1,572	3,320	Yes	25	1,596	Yes
		4LD	SB	451	75	52	127	108		686	3,320	Yes	29	715	Yes
	Orange Grove Blvd to Persimmon Blvd (6)	4LD	NB	1,093	86	127	213	262		1,568	3,320	Yes	12	1,580	Yes
		4LD	SB	451	80	52	132	108		691	3,320	Yes	14	706	Yes
SR 710/ Beeline Highway	Northlake Blvd to Jog Rd	4LD	EB	890	248	103	351			1,241	1,960	Yes	111	1,352	Yes
		4LD	WB	1,421	965	165	1,130			2,551	1,960	NO	130	2,680	NO
Turnpike	Lake Worth Rd to Southern Blvd (10)	4LX	NB	2,567	23	312	335			2,902	3,720	Yes	231	3,133	Yes
		4LX	SB	3,228	37	392	429			3,657	3,720	Yes	197	3,854	NO (11)

(1) Count data from Palm Beach County. See Appendix A.
(2) Committed development data from County TPS Database plus Palm Beach State College, Groves Town Center and Highland Dunes where the impact is significant. See Appendix D.
(3) Diversion analysis included in Appendix F.
(4) Link count based on intersection count data from 2008-2012.
(5) Utilizes 2020 traffic volume projection from Jog Road Extension Intersection Study by PTC, PTC#09-068, dated 9/23/10.
(6) Includes programmed improvement to 4 lanes (Northlake Blvd in 2017, SR 7 in 2016, 2017 & 2018, Seminole Pratt-Whitney Rd in 2014) and 6 lanes Southern Blvd in 2018.
(7) Utilizes CRALLS service volume.
(8) Utilized 2011 count.
(9) Utilized 2010 count.
(10) Utilized FDOT 2012 count.
(11) Any trips assigned to a toll-financed facility shall be eliminated from the proportionate share analysis.

Exhibit 7A - Appendix I
Minto West
Proportionate Share Analysis - AM Peak Hour w/o Connection to ITID Roads (1)

											AM PEAK HOUR (3)								
Roadway	Link	Prog. Lanes	Dir	Service Volume	Prop. Lanes	New Service Volume	Capacity Created	Length (miles)	Source/ Road Type	Cost of Improve. (2)	2035 Bkgd Traffic	Bkgd Def.	Bkgd Share Of Cost	Cost of Bkgd Deficiency	Project Traffic	Mitig. Project Traffic	2035 Total Traffic	Project Share Of Cost	Prop Share Calculation
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1960	1080	1.2	Rural	$1,472,193	1114	234	21.7%	$ 318,975	15	15	1129	1.4%	$ 20,447
			SB	880		1960	1080	1.2	Rural	$1,472,193	0	-880	None	$ -	0	0	0	0.0%	$ -
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	1960	6LD	2940	980	1.5	Rural	$1,768,586	1760	-200	None	$ -	749	549	2509	56.0%	$ 990,769
			WB	1960		2940	980	1.5	Rural	$1,768,586	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Coconut Blvd to Ibis	4LD	EB	1960	8LD	3940	1980	2.0	Rural	$5,000,723	2952	992	50.1%	$ 2,505,413	734	734	3686	37.1%	$ 1,853,803
			WB	1960		3940	1980	2.0	Rural	$5,000,723	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Ibis to SR 7	4LD	EB	1960	8LD	3940	1980	0.5	Urban	$2,012,846	3193	1233	62.3%	$ 1,253,454	704	704	3897	35.6%	$ 715,679
			WB	1960		3940	1980	0.5	Urban	$2,012,846	0	-1960	None	$ -	0	0	0	0.0%	$ -
	SR 7 to Beeline Hwy	4LD	EB	3320	6LD	4980	1660	2.8	Rural	$3,301,360	3705	385	23.2%	$ 765,677	688	688	4393	41.4%	$ 1,368,274
			WB	3320		4980	1660	2.8	Rural	$3,301,360	0	-3320	None	$ -	0	0	0	0.0%	$ -
	Steeplechase Dr to Military Trail	6LD	EB	2940	8LD	3940	1000	1.3	Urban	$2,779,919	2770	-170	None	$ -	275	105	3045	10.5%	$ 291,891
			WB	2940		3940	1000	1.3	Urban	$2,779,919	0	-2940	None	$ -	0	0	0	0.0%	$ -
Okeechobee Blvd	Seminole Pratt to B Road	2L	EB	1140	4LD	3320	2180	1.2	Rural	$1,472,193	657	-483	None	$ -	673	190	1330	8.7%	$ 128,310
			WB	1140		3320	2180	1.2	Rural	$1,472,193	0	-1140	None	$ -	0	0	0	0.0%	$ -
	B Road to 140th Ave (E Rd)	2L	EB	1140	4LD	3320	2180	1.5	Rural	$1,840,241	653	-487	None	$ -	658	171	1311	7.8%	$ 144,349
			WB	1140		3320	2180	1.5	Rural	$1,840,241	0	-1140	None	$ -	0	0	0	0.0%	$ -
	140th Ave (E Rd) to Folsom Rd	2L	EB	880	4LD	1960	1080	1.2	Rural	$1,472,193	937	57	5.3%	$ 77,699	642	642	1579	59.4%	$ 875,137
			WB	880		1960	1080	1.2	Rural	$1,472,193	569	-311	None	$ -	435	124	1004	11.5%	$ 169,030
	Crestwood to Royal Palm Beach	4LD	EB	1770	6LD	2680	910	0.7	Urban	$1,321,105	1664	-106	None	$ -	581	475	2245	52.2%	$ 689,588
			WB	1770		2680	910	0.7	Urban	$1,321,105	0	-1770	None	$ -	0	0	0	0.0%	$ -
	Royal Palm Beach to Wildcat Way	6LD	EB	2680	8LD	3590	910	1.3	Urban	$2,779,919	2649	-31	None	$ -	489	458	3138	50.3%	$ 1,399,124
			WB	2680		3590	910	1.3	Urban	$2,779,919	0	-2680	None	$ -	0	0	0	0.0%	$ -
Orange Blvd	Seminole Pratt to Hall Blvd	2L	EB	880	4LD	1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
			WB	880		1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
Royal Palm Beach Blvd	60th Street to Orange Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.0	Rural	$1,226,828	857	-23	None	$ -	61	38	918	3.5%	$ 43,166
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	1960	6LD	2940	980	1.6	Urban	$3,019,670	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	1.6	Urban	$3,019,670	1091	-869	None	$ -	979	110	2070	11.2%	$ 338,943
	Okeechobee Blvd to Sycamore	4LD	NB	1960	6LD	2940	980	2.1	Urban	$3,963,316	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	2.1	Urban	$3,963,316	1177	-783	None	$ -	1682	899	2859	91.7%	$ 3,635,736
	Sycamore to Persimmon Blvd	4LD	NB	1960	6LD	2940	980	1.1	Urban	$2,076,023	1190	-770	None	$ -	1835	1065	3025	108.7%	$ 2,256,086
			SB	1960		2940	980	1.1	Urban	$2,076,023	925	-1035	None	$ -	1244	209	2169	21.3%	$ 442,744
	Persimmon Blvd to 60th St	2L	NB	880	6LD	2940	2060	0.9	Urban	$3,527,937	1190	310	15.0%	$ 530,903	1377	1377	2567	66.8%	$ 2,358,237
			SB	880		2940	2060	0.9	Urban	$3,527,937	925	45	2.2%	$ 77,067	933	933	1858	45.3%	$ 1,597,847
	60th St to Orange Blvd	4LD	NB	1960	6LD	2940	980	1.4	Urban	$5,487,902	784	-1176	None	$ -	1224	48	2008	4.9%	$ 268,795
			SB	1960		2940	980	1.4	Urban	$5,487,902	0	-1960	None	$ -	0	0	0	0.0%	$ -
Southern Blvd	Seminole Pratt to Binks Forest	6LD	EB	2940	8LD	3940	1000	1.2	Rural	$1,585,565	2218	-722	None	$ -	857	135	3075	13.5%	$ 214,051
			WB	2940		3940	1000	1.2	Rural	$1,585,565	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Binks Forest to Big Blue Tr	6LD	EB	2940	8LD	3940	1000	2.0	Rural	$2,642,609	2686	-254	None	$ -	795	541	3481	54.1%	$ 1,429,651
			WB	2940		3940	1000	2.0	Rural	$2,642,609	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Big Blue Tr to Palms West Pkwy	6LD	EB	2680	8LD+	4590	1910	0.5	Urban	$2,138,399	3023	343	18.0%	$ 384,016	749	749	3772	39.2%	$ 838,566
			WB	2680		4590	1910	0.5	Urban	$2,138,399	2321	-359	None	$ -	508	149	2829	7.8%	$ 166,818
	Palms West Pkwy to Forest Hill	6LD	EB	2680	8LD+	4590	1910	0.3	Urban	$1,283,039	3014	334	17.5%	$ 224,364	749	749	3763	39.2%	$ 503,140
			WB	2680		4590	1910	0.3	Urban	$1,283,039	2335	-345	None	$ -	508	163	2843	8.5%	$ 109,495
	Forest Hill to Cypress Head	6LD	EB	2940	8LD+	4940	2000	0.6	Urban	$2,566,079	3890	950	47.5%	$ 1,218,887	627	627	4517	31.4%	$ 804,466
			WB	2940		4940	2000	0.6	Urban	$2,566,079	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Cypress Head to Royal Palm Beach	6LD	EB	2940	8LD+	4940	2000	0.4	Urban	$1,710,719	3815	875	43.8%	$ 748,440	627	627	4442	31.4%	$ 536,310
			WB	2940		4940	2000	0.4	Urban	$1,710,719	0	-2940	None	$ -	0	0	0	0.0%	$ -
	Royal Palm Beach to SR 7	8LD	EB	3940	8LD+	4940	1000	1.7	Urban	$3,635,278	4121	181	18.1%	$ 657,985	597	597	4718	59.7%	$ 2,170,261
			WB	3940		4940	1000	1.7	Urban	$3,635,278	0	-3940	None	$ -	0	0	0	0.0%	$ -
	SR 7 to Sansbury	8LD	EB	3940	8LD+	4940	1000	1.1	Urban	$2,352,239	4474	534	53.4%	$ 1,256,096	413	413	4887	41.3%	$ 971,475
			WB	3940		4940	1000	1.1	Urban	$2,352,239	0	-3940	None	$ -	0	0	0	0.0%	$ -
	Sansbury to Benoist Farms	8LD	EB	3940	8LD+	4940	1000	0.6	Urban	$1,283,039	4079	139	13.9%	$ 178,342	382	382	4461	38.2%	$ 490,121
			WB	3940		4940	1000	0.6	Urban	$1,283,039	0	-3940	None	$ -	0	0	0	0.0%	$ -
	Benoist Farms to Pike Rd	8LD	EB	3590	8LD+	4590	1000	0.7	Urban	$1,496,879	4107	517	51.7%	$ 773,887	382	382	4489	38.2%	$ 571,808
			WB	3590		4590	1000	0.7	Urban	$1,496,879	0	-3590	None	$ -	0	0	0	0.0%	$ -
	Turnpike to Jog Rd	8LD	EB	3590	8LD+	4590	1000	1.1	Urban	$2,352,239	4381	791	79.1%	$ 1,860,621	184	184	4565	18.4%	$ 432,812
			WB	3590		4590	1000	1.1	Urban	$2,352,239	0	-3590	None	$ -	0	0	0	0.0%	$ -
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	EB	1960	6LD	2940	980	1.2	Rural	$1,414,868	2839	879	89.7%	$ 1,269,050	138	138	2977	14.1%	$ 199,237
			WB	1960		2940	980	1.2	Rural	$1,414,868	0	-1960	None	$ -	0	0	0	0.0%	$ -

(1) See Exhibit 6A for traffic volume data.
(2) Calculation of improvement cost provided on Exhibit 7D.
(3) Background and Project Traffic are shown as '0' for insignificant or undercapacity links.
8LD+ is comparable to 5 lanes in one direction.

Exhibit 7B - Appendix I
Minto West
Proportionate Share Analysis - PM Peak Hour w/o Connectino to ITID Roads (1)

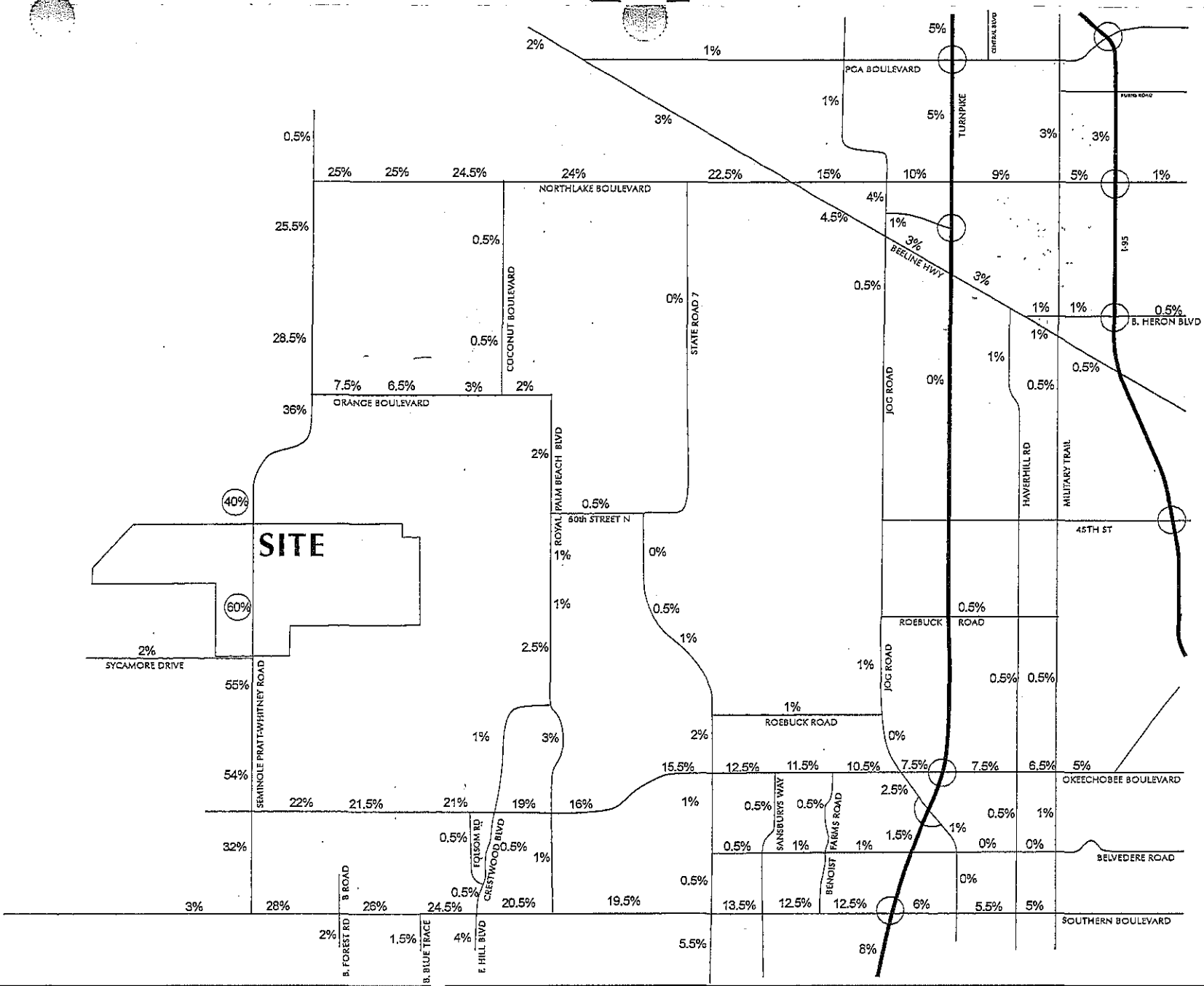
											PM PEAK HOUR (3)								
Roadway	Link	Prog. Lanes	Dir	Service Volume	Prop. Lanes	New Service Volume	Capacity Created	Length (miles)	Source/ Road Type	Cost of Improve. (2)	2035 Bkgd Traffic	Bkgd Def.	Bkgd Share Of Cost	Cost of Bkgd Deficiency	Project Traffic	Mitig. Project Traffic	2035 Total Traffic	Project Share Of Cost	Prop Share Calculation
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.0	Rural	$1,226,828	900	20	1.9%	$ 22,719	14	14	914	1.3%	$ 15,903
	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1960	1080	1.2	Rural	$1,472,193	0	-880	None	$ -	0	0	0	0.0%	$ -
			SB	880		1960	1080	1.2	Rural	$1,472,193	1025	145	13.4%	$ 197,656	14	14	1039	1.3%	$ 19,084
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	1960	6LD	2940	980	1.5	Rural	$1,768,586	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		2940	980	1.5	Rural	$1,768,586	1729	-231	None	$ -	706	475	2435	48.5%	$ 857,223
	Coconut to Ibis	4LD	EB	1960	8LD	3940	1980	2.0	Rural	$5,000,723	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		3940	1980	2.0	Rural	$5,000,723	2808	848	42.8%	$ 2,141,724	692	692	3500	34.9%	$ 1,747,727
	Ibis to SR 7	4LD	EB	1960	8LD	3940	1980	0.5	Urban	$2,012,846	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		3940	1980	0.5	Urban	$2,012,846	2905	945	47.7%	$ 960,677	663	663	3568	33.5%	$ 673,999
	SR 7 to Beeline Hwy	4LD	EB	3320	6LD	4980	1660	2.8	Rural	$3,301,360	0	-3320	None	$ -	0	0	0	0.0%	$ -
			WB	3320		4980	1660	2.8	Rural	$3,301,360	3348	28	1.7%	$ 55,686	648	648	3996	39.0%	$ 1,288,724
	Steeplechase Dr to Military Trail	6LD	EB	2940	8LD	3940	1000	1.3	Urban	$2,779,919	0	-2940	None	$ -	0	0	0	0.0%	$ -
			WB	2940		3940	1000	1.3	Urban	$2,779,919	0	-2940	None	$ -	0	0	0	0.0%	$ -
Okeechobee Blvd	Seminole Pratt to B Road	2L	EB	1140	4LD	3320	2180	1.2	Rural	$1,472,193	0	-1140	None	$ -	0	0	0	0.0%	$ -
			WB	1140		3320	2180	1.2	Rural	$1,472,193	744	-396	None	$ -	634	238	1378	10.9%	$ 160,726
	B Road to 140th Ave (E Rd)	2L	EB	1140	4LD	3320	2180	1.5	Rural	$1,840,241	0	-1140	None	$ -	0	0	0	0.0%	$ -
			WB	1140		3320	2180	1.5	Rural	$1,840,241	762	-378	None	$ -	620	242	1382	11.1%	$ 204,284
	140th Ave (E Rd) to Folsom Rd	2L	EB	880	4LD	1960	1080	1.2	Rural	$1,472,193	871	-9	None	$ -	518	509	1389	47.1%	$ 693,839
			WB	880		1960	1080	1.2	Rural	$1,472,193	1046	166	15.4%	$ 226,282	605	605	1651	56.0%	$ 824,701
	Crestwood to Royal Palm Beach	4LD	EB	1770	6LD	2680	910	0.7	Urban	$1,321,105	1373	-397	None	$ -	468	71	1841	7.8%	$ 103,075
			WB	1770		2680	910	0.7	Urban	$1,321,105	1963	193	21.2%	$ 280,190	548	548	2511	60.2%	$ 795,567
	Royal Palm Beach to Wildcat Way	6LD	EB	2680	8LD	3590	910	1.3	Urban	$2,779,919	0	-2680	None	$ -	0	0	0	0.0%	$ -
			WB	2680		3590	910	1.3	Urban	$2,779,919	2713	33	3.6%	$ 100,810	461	461	3174	50.7%	$ 1,408,288
Orange Blvd	Seminole Pratt to Hall Blvd	2L	EB	880	4LD	1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
			WB	880		1960	1080	1.0	Rural	$1,226,828	687	-193	None	$ -	216	23	903	2.1%	$ 26,127
Royal Palm Beach Blvd	60th Street to Orange Blvd	2L	NB	880	4LD	1960	1080	1.0	Rural	$1,226,828	824	-56	None	$ -	58	2	882	0.2%	$ 2,272
			SB	880		1960	1080	1.0	Rural	$1,226,828	0	-880	None	$ -	0	0	0	0.0%	$ -
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	1960	6LD	2940	980	1.6	Urban	$3,019,670	1311	-649	None	$ -	922	273	2233	27.9%	$ 841,194
			SB	1960		2940	980	1.6	Urban	$3,019,670	0	-1960	None	$ -	0	0	0	0.0%	$ -
	Okeechobee Blvd to Sycamore	4LD	NB	1960	6LD	2940	980	2.1	Urban	$3,963,316	1312	-648	None	$ -	1585	937	2897	95.6%	$ 3,789,416
			SB	1960		2940	980	2.1	Urban	$3,963,316	843	-1117	None	$ -	1356	239	2199	24.4%	$ 966,564
	Sycamore to Persimmon Blvd	4LD	NB	1960	6LD	2940	980	1.1	Urban	$2,076,023	1038	-922	None	$ -	1479	557	2517	56.8%	$ 1,179,944
			SB	1960		2940	980	1.1	Urban	$2,076,023	886	-1074	None	$ -	1729	655	2615	66.8%	$ 1,387,546
	Persimmon Blvd to 60th St	2L	NB	880	6LD	2940	2060	0.9	Urban	$3,527,937	1038	158	7.7%	$ 270,589	1109	1109	2147	53.8%	$ 1,899,263
			SB	880		2940	2060	0.9	Urban	$3,527,937	886	6	0.3%	$ 10,276	1297	1297	2183	63.0%	$ 2,221,230
	60th St to Orange Blvd	4LD	NB	1960	6LD	2940	980	1.4	Urban	$5,487,902	0	-1960	None	$ -	0	0	0	0.0%	$ -
			SB	1960		2940	980	1.4	Urban	$5,487,902	840	-1120	None	$ -	1153	33	1993	3.4%	$ 184,797
Southern Blvd	Seminole Pratt to Binks Forest	6LD	EB	2940	8LD	3940	1000	1.2	Rural	$1,585,565	0	0	0.0%	$ -	0	0	0	0.0%	$ -
			WB	2940		3940	1000	1.2	Rural	$1,585,565	0	0	0.0%	$ -	0	0	0	0.0%	$ -
	Binks Forest to Big Blue Tr	6LD	EB	2940	8LD	3940	1000	2.0	Rural	$2,642,609	2320	-620	None	$ -	641	21	2961	2.1%	$ 55,495
			WB	2940		3940	1000	2.0	Rural	$2,642,609	2561	-379	None	$ -	749	370	3310	37.0%	$ 977,765
	Big Blue Tr to Palms West Pkwy	6LD	EB	2680	8LD+	4590	1910	0.5	Urban	$2,138,399	2636	-44	None	$ -	604	560	3240	29.3%	$ 626,965
			WB	2680		4590	1910	0.5	Urban	$2,138,399	2999	319	16.7%	$ 357,146	706	706	3705	37.0%	$ 790,424
	Palms West Pkwy to Forest Hill	6LD	EB	2680	8LD+	4590	1910	0.3	Urban	$1,283,039	2644	-36	None	$ -	604	568	3248	29.7%	$ 381,553
			WB	2680		4590	1910	0.3	Urban	$1,283,039	2991	311	16.3%	$ 208,914	706	706	3697	37.0%	$ 474,254
	Forest Hill to Cypress Head	6LD	EB	2940	8LD+	4940	2000	0.6	Urban	$2,566,079	2796	-144	None	$ -	505	361	3301	18.1%	$ 463,177
			WB	2940		4940	2000	0.6	Urban	$2,566,079	3769	829	41.5%	$ 1,063,640	591	591	4360	29.6%	$ 758,276
	Cypress Head to Royal Palm Beach	6LD	EB	2940	8LD+	4940	2000	0.4	Urban	$1,710,719	2838	-102	None	$ -	505	403	3343	20.2%	$ 344,710
			WB	2940		4940	2000	0.4	Urban	$1,710,719	3612	672	33.6%	$ 574,802	591	591	4203	29.6%	$ 505,518
	Royal Palm Beach to SR 7	8LD	EB	3940	8LD+	4940	1000	1.7	Urban	$3,635,278	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	1.7	Urban	$3,635,278	4375	435	43.5%	$ 1,581,346	562	562	4937	56.2%	$ 2,043,026
	SR 7 to Sansbury	8LD	EB	3940	8LD+	4940	1000	1.1	Urban	$2,352,239	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	1.1	Urban	$2,352,239	3697	-243	None	$ -	389	146	4086	14.6%	$ 343,427
	Sansbury to Benoist Farms	8LD	EB	3940	8LD+	4940	1000	0.6	Urban	$1,283,039	0	-3940	None	$ -	0	0	0	0.0%	$ -
			WB	3940		4940	1000	0.6	Urban	$1,283,039	3885	-55	None	$ -	360	305	4245	30.5%	$ 391,327
	Benoist Farms to Pike Rd	8LD	EB	3590	8LD+	4590	1000	0.7	Urban	$1,496,879	0	-3590	None	$ -	0	0	0	0.0%	$ -
			WB	3590		4590	1000	0.7	Urban	$1,496,879	3918	328	32.8%	$ 490,976	360	360	4278	36.0%	$ 538,877
	Turnpike to Jog Rd	8LD	EB	3590	8LD+	4590	1000	1.1	Urban	$2,352,239	0	-3590	None	$ -	0	0	0	0.0%	$ -
			WB	3590		4590	1000	1.1	Urban	$2,352,239	0	-3590	None	$ -	0	0	0	0.0%	$ -
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	EB	1960	6LD	2940	980	1.2	Rural	$1,414,868	0	-1960	None	$ -	0	0	0	0.0%	$ -
			WB	1960		2940	980	1.2	Rural	$1,414,868	2551	591	60.3%	$ 853,252	130	130	2681	13.3%	$ 187,687

(1) See Exhibit 6B for traffic volume data.
(2) Calculation of improvement cost provided on Exhibit 7D.
(3) Background and Project Traffic are shown as '0' for insignificant or undercapacity links.
8LD+ is comparable to 5 lanes in one direction.

Exhibit 7C - Appendix I
Minto West
Proportionate Share Analysis - Total w/o Connection to ITID Roads

Roadway	Link	Exist. Lanes	Dir	Prop. Lanes	TIM Right of Way (1)	New Service Volume	AM Peak Hour: Cost of Bkgd Deficiency	AM Peak Hour: Project's Prop Share Calculation	PM Peak Hour: Cost of Bkgd Deficiency	PM Peak Hour: Project's Prop Share Calculation	Project's Highest Directional	Bkgd's Highest Directional
Coconut Blvd	Orange Blvd to Temple Blvd	2L	NB	4LD	80 ft	1960	$ -	$ -	$ -	$ -	$ -	$ -
			SB			1960	$ -	$ -	$ 22,719	$ 15,903	$ 15,903	$ 22,719
	Temple Blvd to Northlake Blvd	2L	NB	4LD	80 ft	1960	$ 318,975	$ 20,447	$ -	$ -	$ 20,447	$ 318,975
			SB			1960	$ -	$ -	$ 197,656	$ 19,084	$ 19,084	$ 197,656
Northlake Blvd	140th Ave to Coconut Blvd	4LD	EB	6LD	240 ft	2940	$ -	$ 990,769	$ -	$ -	$ 990,769	$ -
			WB			2940	$ -	$ -	$ -	$ 857,223	$ 857,223	$ -
	Coconut Blvd to Ibis	4LD	EB	8LD	240 ft	3940	$ 2,505,413	$ 1,853,803	$ -	$ -	$ 1,853,803	$ 2,505,413
			WB			3940	$ -	$ -	$ 2,141,724	$ 1,747,727	$ 1,747,727	$ 2,141,724
	Ibis to SR 7	4LD	EB	8LD	120 ft	3940	$ 1,253,454	$ 715,679	$ -	$ -	$ 715,679	$ 1,253,454
			WB			3940	$ -	$ -	$ 960,677	$ 673,999	$ 673,999	$ 960,677
	SR 7 to Beeline Hwy	4LD	EB	6LD	180 ft	4980	$ 765,677	$ 1,368,274	$ -	$ -	$ 1,368,274	$ 765,677
			WB			4980	$ -	$ -	$ 55,686	$ 1,288,724	$ 1,288,724	$ 55,686
	Steeplechase Dr to Military Trail	6LD	EB	8LD	120 ft	3940	$ -	$ 291,891	$ -	$ -	$ 291,891	$ -
			WB			3940	$ -	$ -	$ -	$ -	$ -	$ -
Okeechobee Blvd	Seminole Pratt to B Road	2L	EB	4LD	120 ft	1960	$ -	$ 128,310	$ -	$ -	$ 128,310	$ -
			WB			1960	$ -	$ -	$ -	$ 160,726	$ 160,726	$ -
	B Road to 140th Ave (E Rd)	2L	EB	4LD	120 ft	1960	$ -	$ 144,349	$ -	$ -	$ 144,349	$ -
			WB			1960	$ -	$ -	$ -	$ 204,284	$ 204,284	$ -
	140th Ave (E Rd) to Folsom Rd	2L	EB	4LD	120 ft	1960	$ 77,699	$ 875,137	$ -	$ 693,839	$ 875,137	$ 77,699
			WB			1960	$ -	$ 169,030	$ 226,282	$ 824,701	$ 824,701	$ 226,282
	Crestwood to Royal Palm Beach	4LD	EB	6LD	120 ft	2680	$ -	$ 689,588	$ -	$ 103,075	$ 689,588	$ -
			WB			2680	$ -	$ -	$ 280,190	$ 795,567	$ 795,567	$ 280,190
	Royal Palm Beach to Wildcat Way	6LD	EB	8LD	120 ft	3590	$ -	$ 1,399,124	$ -	$ -	$ 1,399,124	$ -
			WB			3590	$ -	$ -	$ 100,810	$ 1,408,288	$ 1,408,288	$ 100,810
Orange Blvd	Seminole Pratt to Hall Blvd	2L	EB	4LD	80 ft	1960	$ -	$ -	$ -	$ -	$ -	$ -
			WB			1960	$ -	$ -	$ -	$ 26,127	$ 26,127	$ -
Royal Palm Beach Blvd	60th Street to Orange Blvd	2L	NB	4LD	80 ft	1960	$ -	$ -	$ -	$ 2,272	$ 2,272	$ -
			SB			1960	$ -	$ 43,166	$ -	$ -	$ 43,166	$ -
Seminole Pratt Whitney Rd	Southern Blvd to Okeechobee Blvd	4LD	NB	6LD	120 ft	2940	$ -	$ -	$ -	$ 841,194	$ 841,194	$ -
			SB			2940	$ -	$ 338,943	$ -	$ -	$ 338,943	$ -
	Okeechobee Blvd to Sycamore	4LD	NB	6LD	120 ft	2940	$ -	$ -	$ -	$ 3,789,416	$ 3,789,416	$ -
			SB			2940	$ -	$ 3,635,736	$ -	$ 966,564	$ 3,635,736	$ -
	Sycamore to Persimmon	4LD	NB	6LD	120 ft	2940	$ -	$ 2,256,086	$ -	$ 1,179,944	$ 2,256,086	$ -
			SB			2940	$ -	$ 442,744	$ -	$ 1,387,546	$ 1,387,546	$ -
	Persimmon Blvd to 60th St	2L	NB	6LD	120 ft	2940	$ 530,903	$ 2,358,237	$ 270,589	$ 1,899,263	$ 2,358,237	$ 530,903
			SB			2940	$ 77,067	$ 1,597,847	$ 10,276	$ 2,221,230	$ 2,221,230	$ 77,067
	60th St to Orange Blvd	2L	NB	6LD	120 ft	2940	$ -	$ 268,795	$ -	$ -	$ 268,795	$ -
			SB			2940	$ -	$ -	$ -	$ 184,797	$ 184,797	$ -
Southern Blvd	Seminole Pratt to Binks Forest	6LD	EB	8LD	220 ft	3940	$ -	$ 214,051	$ -	$ -	$ 214,051	$ -
			WB			3940	$ -	$ -	$ -	$ -	$ -	$ -
	Binks Forest to Big Blue Tr	6LD	EB	8LD	220 ft	3940	$ -	$ 1,429,651	$ -	$ 55,495	$ 1,429,651	$ -
			WB			3940	$ -	$ -	$ -	$ 977,765	$ 977,765	$ -
	Big Blue Tr to Palms West Pkwy	6LD	EB	8LD+	220 ft	3590	$ 384,016	$ 838,566	$ -	$ 626,965	$ 838,566	$ 384,016
			WB			3590	$ -	$ 166,818	$ 357,146	$ 790,424	$ 790,424	$ 357,146
	Palms West Pkwy to Forest Hill	6LD	EB	8LD+	220 ft	3590	$ 224,364	$ 503,140	$ -	$ 381,553	$ 503,140	$ 224,364
			WB			3590	$ -	$ 109,495	$ 208,914	$ 474,254	$ 474,254	$ 208,914
	Forest Hill to Cypress Head	6LD	EB	8LD+	220 ft	4940	$ 1,218,887	$ 804,466	$ -	$ 463,177	$ 804,466	$ 1,218,887
			WB			4940	$ -	$ -	$ 1,063,640	$ 758,276	$ 758,276	$ 1,063,640
	Cypress Head to Royal Palm Beach	6LD	EB	8LD+	220 ft	4940	$ 748,440	$ 536,310	$ -	$ 344,710	$ 536,310	$ 748,440
			WB			4940	$ -	$ -	$ 574,802	$ 505,518	$ 505,518	$ 574,802
	Royal Palm Beach to SR 7	8LD	EB	8LD+	220 ft	4940	$ 657,985	$ 2,170,261	$ -	$ -	$ 2,170,261	$ 657,985
			WB			4940	$ -	$ -	$ 1,581,346	$ 2,043,026	$ 2,043,026	$ 1,581,346
	SR 7 to Sansbury	8LD	EB	8LD+	220 ft	4940	$ 1,256,096	$ 971,475	$ -	$ -	$ 971,475	$ 1,256,096
			WB			4940	$ -	$ -	$ -	$ 343,427	$ 343,427	$ -
	Sansbury to Benoist Farms	8LD	EB	8LD+	220 ft	4940	$ 178,342	$ 490,121	$ -	$ -	$ 490,121	$ 178,342
			WB			4940	$ -	$ -	$ -	$ 391,327	$ 391,327	$ -
	Benoist Farms to Pike Rd	8LD	EB	8LD+	220 ft	4590	$ 773,887	$ 571,808	$ -	$ -	$ 571,808	$ 773,887
			WB			4590	$ -	$ -	$ 490,976	$ 538,877	$ 538,877	$ 490,976
	Turnpike to Jog Rd	8LD	EB	8LD+	220 ft	4590	$ 1,860,621	$ 432,812	$ -	$ -	$ 432,812	$ 1,860,621
			WB			4590	$ -	$ -	$ -	$ -	$ -	$ -
SR 710/Beeline	Northlake Blvd to Jog Rd	4LD	NB	6LD	200 ft	2940	$ 1,269,050	$ 199,237	$ -	$ -	$ 199,237	$ 1,269,050
			SB			2940	$ -	$ -	$ 853,252	$ 187,687	$ 187,687	$ 853,252
								TOTAL			$ 49,999,620	$ 23,216,695

(1) Source: Map TE 14.1 Thoroughfare Right of Way Identification Map of Palm Beach County Comprehensive Plan.
8LD+ is comparable to 5 lanes in one direction.



2/17/14
13-013

MINTO WEST

EXHIBIT 3A - APPENDIX I
PROJECT DISTRIBUTION
WITHOUT ITID ROADWAYS

PTC

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Northlake Blvd & Seminole Pratt-Whitney Rd
(Programmed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (2/11/13)	0	24	793	43	25	0	0	0	0	158	0	18
Peak Season Volume	0	24	793	43	25	0	0	0	0	158	0	18
Bkgd (Growth + Exist)	0	27	885	48	28	0	0	0	0	176	0	20
SR 7 Diversions			(81)							(42)		
Approved Projects	0	15	1	11	13	0	0	0	0	2	0	13
% Project Traffic	0%	0.5%	25.0%	0%	0.5%	0%	0%	0%	0%	25.0%	0%	0%
Project Traffic	0	15	765	0	10	0	0	0	0	518	0	0
Total	0	57	1,570	59	51	0	0	0	0	654	0	33
Critical Volume Analysis												
No. of Lanes	0	1	2	1	1	0	0	0	0	2	0	1
Total Approach Volume		1,627			110			0			687	
Per Lane Volume	0	57	785	59	51	n/a	0	0	n/a	327	0	33
Right Turn on Red			60			0			0			33
Right Turn Resultant			398			0			0			-59
North-South Critical	NB LT + SB TH =			51			SB LT + NB RT =			457		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			327		
Maximum Critical Sum	457			+	327			=	784			
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 (2/11/13)	0	22	197	11	36	0	0	0	0	623	0	43
Peak Season Volume	0	22	197	11	36	0	0	0	0	623	0	43
Bkgd (Growth + Exist)	0	25	220	12	40	0	0	0	0	695	0	48
SR 7 Diversions			(53)							(77)		
Approved Projects	0	13	14	13	15	0	0	0	0	12	0	12
% Project Traffic	0.0%	0.5%	25.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%
Project Traffic	0	12	616	0	14	0	0	0	0	721	0	0
Total	0	50	797	25	69	0	0	0	0	1,351	0	60
Critical Volume Analysis												
No. of Lanes	0	1	2	1	1	0	0	0	0	2	0	1
Total Approach Volume		847			94			0			1,411	
Per Lane Volume	0	50	399	25	69	n/a	0	0	n/a	676	0	60
Right Turn on Red			60			0			0			60
Right Turn Resultant			-337			0			0			-25
North-South Critical	NB LT + SB TH =			69			SB LT + NB TH =			75		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			676		
Maximum Critical Sum	75			+	676			=	751			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Northlake Blvd & Coconut Blvd

(Proposed Geometrics w/Project)

Paralleled

Growth Rate = 0.50%
Peak Season = 1.00
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 (2/13/13)	11	0	1116	0	0	0	0	1371	28	125	254	0
Peak Season Volume	11	0	1,116	0	0	0	0	1,371	28	125	254	0
Bkgd (Growth + Exist)	12	0	1,245	0	0	0	0	1,530	31	139	283	0
SR 7 Diversions			(345)					(154)		(78)	(36)	
Approved Projects	1	0	320	0	0	0	0	345	3	68	79	0
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	24%	0%
Project Traffic	0	0	0	0	0	0	0	734	0	0	498	0
Total	13	0	1,220	0	0	0	0	2,455	34	129	824	0
Critical Volume Analysis												
No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Total Approach Volume	1,233			0			2,489			953		
Per Lane Volume	13	0	0	0	0	n/a	0	1227.5	34	65	412	n/a
Right Turn on Red			10			0			34			0
Right Turn Resultant			-75			0			-13			0
North-South Critical	NB LT + SB RT =			13			SB LT + NB TH =			-10		
East-West Critical	EB LT + WB TH =			412			WB LT + EB TH =			1292.5		
Maximum Critical Sum	13			+	1292.5			=		1,306		
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 (2/13/13)	40	0	299	0	0	0	0	292	29	849	917	0
Peak Season Volume	40	0	299	0	0	0	0	292	29	849	917	0
Bkgd (Growth + Exist)	45	0	334	0	0	0	0	326	32	947	1,023	0
SR 7 Diversions			(110)					(43)		(278)	(135)	
Approved Projects	4	0	117	0	0	0	0	137	3	381	414	0
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	24%	0%
Project Traffic	0	0	0	0	0	0	0	592	0	0	692	0
Total	49	0	341	0	0	0	0	1,012	35	1,050	1,994	0
Critical Volume Analysis												
No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Total Approach Volume	390			0			1,047			3,044		
Per Lane Volume	49	0	0	0	0	n/a	0	506	35	525	997	n/a
Right Turn on Red			10			0			35			0
Right Turn Resultant			-535			0			-49			0
North-South Critical	NB LT + SB RT =			49			SB LT + NB TH =			-10		
East-West Critical	EB LT + WB TH =			997			WB LT + EB TH =			1031		
Maximum Critical Sum	49			+	1031			=		1,080		
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Northlake Blvd & SR 7
(Programmed Geometrics w/Project)

DO NOT USE THESE VALUES

Growth Rate = 0.50%
Peak Season = 1.00
Buildout Year = 2035
Years = 5

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2030 Design Traffic - SR 7	65	0	1100	0	0	0	0	2110	125	450	1045	0
Peak Season Volume	65	0	1,100	0	0	0	0	2,110	125	450	1,045	0
Bkgd (Growth + Exist)	67	0	1,128	0	0	0	0	2,163	128	461	1,071	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	0%	0%	0.0%	0%	0%	0%	0%	22.5%	0%	0.0%	22.5%	0%
Project Traffic	0	0	0	0	0	0	0	688	0	0	466	0
Total	67	0	1,128	0	0	0	0	2,851	128	461	1,537	0
Critical Volume Analysis												
No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Total Approach Volume		1,195			0			2,979			1,998	
Per Lane Volume	67	0	376	0	0	n/a	0	950.3	128	231	513	n/a
Right Turn on Red			60			0			60			0
Right Turn Resultant			85			0			1			0
North-South Critical	NB LT + SB RT =			67			SB LT + NB RT =			85		
East-West Critical	EB LT + WB TH =			513			WB LT + EB TH =			1181.3		
Maximum Critical Sum	85			+ 1181.3			= 1,266					
STATUS ?	NEAR											

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2030 Design Traffic - SR 7	65	0	500	0	0	0	0	1050	120	1070	2165	0
Peak Season Volume	65	0	500	0	0	0	0	1,050	120	1,070	2,165	0
Bkgd (Growth + Exist)	67	0	513	0	0	0	0	1,077	123	1,097	2,220	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	0%	0%	0.0%	0%	0%	0%	0%	22.5%	0%	0.0%	22.5%	0%
Project Traffic	0	0	0	0	0	0	0	555	0	0	648	0
Total	67	0	513	0	0	0	0	1,632	123	1,097	2,868	0
Critical Volume Analysis												
No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Total Approach Volume		580			0			1,755			3,965	
Per Lane Volume	67	0	171	0	0	n/a	0	544	123	549	956	n/a
Right Turn on Red			60			0			60			0
Right Turn Resultant			-438			0			-4			0
North-South Critical	NB LT + SB RT =			67			SB LT + NB TH =			0		
East-West Critical	EB LT + WB TH =			956			WB LT + EB TH =			1093		
Maximum Critical Sum	67			+ 1093			= 1,160					
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Northlake Blvd & Beeline Hwy
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
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 (3/4/13)	263	609	138	37	321	43	0	1422	999	143	303	65
Peak Season Volume	263	609	138	37	321	43	0	1,422	999	143	303	65
Bkgd (Growth + Exist)	294	680	154	41	358	48	0	1,587	1,115	160	338	73
Approved Projects	0	857	0	49	165	117	0	782	0	0	5	329
% Project Traffic	4.5%	3.0%	0.0%	0.0%	0.0%	3.0%	0.0%	18.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	93	92	0	0	0	62	0	551	138	0	311	0
Total	**387**	**1,629**	**154**	**90**	**523**	**227**	**0**	**2,920**	**1,253**	**160**	**654**	**402**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (3/4/13)	985	323	137	58	453	77	0	548	258	72	1447	39
Peak Season Volume	985	323	137	58	453	77	0	548	258	72	1,447	39
Bkgd (Growth + Exist)	1,099	360	153	65	506	86	0	612	288	80	1,615	44
Approved Projects	0	229	0	360	940	872	0	201	0	0	15	69
% Project Traffic	4.5%	3.0%	0.0%	0.0%	0.0%	3.0%	0.0%	18.0%	4.5%	0.0%	15.0%	0.0%
Project Traffic	130	74	0	0	0	86	0	444	111	0	432	0
Total	**1,229**	**663**	**153**	**425**	**1,446**	**1,044**	**0**	**1,257**	**399**	**80**	**2,062**	**113**

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INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Orange Blvd & Seminole Pratt-Whitney Rd
(Programmed 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	351	224	102	184	0	0	0	0	129	0	35
Peak Season Volume	0	376	240	109	197	0	0	0	0	138	0	37
Bkgd (Growth + Exist)	0	419	267	122	220	0	0	0	0	154	0	42
SR 7 Diversions		(81)	35		(84)					26		
Approved Projects	0	0	30	22	0	0	0	0	0	26	0	20
% Project Traffic	0%	29.0%	7.5%	0%	29.0%	0%	0%	0%	0%	7.5%	0%	0%
Project Traffic	0	887	229	0	601	0	0	0	0	155	0	0
Total	0	1,225	561	144	737	0	0	0	0	361	0	62
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Approach Volume		1,786			881			0			423	
Per Lane Volume	0	612.5	561	144	369	n/a	0	0	n/a	0	0	62
Right Turn on Red			60			0			0			60
Right Turn Resultant			501			0			0			-142
North-South Critical	NB LT + SB TH =			369			SB LT + NB TH =			756.5		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			0		
Maximum Critical Sum	756.5			+	0			=	757			
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	275	186	96	258	0	0	0	0	254	0	121
Peak Season Volume	0	294	199	103	276	0	0	0	0	272	0	129
Bkgd (Growth + Exist)	0	328	222	115	308	0	0	0	0	303	0	144
SR 7 Diversions		(89)	50		(77)					51		
Approved Projects	0	0	56	42	0	0	0	0	0	57	0	43
% Project Traffic	0%	29%	7.5%	0%	29.0%	0%	0%	0%	0%	7.5%	0%	0%
Project Traffic	0	715	185	0	836	0	0	0	0	216	0	0
Total	0	954	513	157	1,067	0	0	0	0	627	0	187
Critical Volume Analysis												
No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Per Lane Volume	0	477	513	157	534	n/a	0	0	n/a	627	0	187
Right Turn on Red			60			0			0			60
Right Turn Resultant			-174			0			0			-30
North-South Critical	NB LT + SB TH =			534			SB LT + NB TH =			634		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			627		
Maximum Critical Sum	634			+	627			=	1,261			
STATUS ?	NEAR											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Orange Blvd & Coconut Blvd
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.09
Buildout Year =	2035
Years =	24

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/29/11)	10	221	3	291	34	43	147	351	18	3	92	397
Peak Season Volume	11	241	3	317	37	47	160	383	20	3	100	433
Bkgd (Growth + Exist)	12	272	4	358	42	53	181	431	22	4	113	488
SR 7 Diversions				(78)				56			21	(345)
Approved Projects	0	114	0	28	40	15	52	0	0	0	0	135
% Project Traffic	0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	2.0%	0.0%	0.0%	2.0%	0.0%
Project Traffic	0	0	0	0	0	10	15	61	0	0	41	0
Total	12	386	4	308	82	78	248	548	22	4	175	278
Critical Volume Analysis												
No. of Lanes	0 >	2	< 0	1	1	1	0 >	1	< 0	0 >	1	1
Approach Volume		402			468			818			457	
Per Lane Volume	0	201.6	n/a	308	82	78	244	842.8	n/a	0	179	278
Right Turn on Red			4			60			10			60
Right Turn Resultant			-4			-226			-10			-90
North-South Critical	NB LT + SB TH =			82			SB LT + NB TH =			505.6		
East-West Critical	EB LT + WB TH =			423			WB LT + EB TH =			832.8		
Maximum Critical Sum	505.6			+	832.8		=		1,338			
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 (11/29/11)	18	52	3	378	187	114	59	161	22	4	337	318
Peak Season Volume	20	57	3	412	204	124	64	175	24	4	367	347
Bkgd (Growth + Exist)	22	64	4	464	230	140	72	198	27	5	414	391
SR 7 Diversions				(278)				32			53	(110)
Approved Projects	0	75	0	165	154	67	29	0	0	0	0	52
% Project Traffic	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	2.0%	0.0%	0.0%	2.0%	0.0%
Project Traffic	0	0	0	0	0	14	12	49	0	0	58	0
Total	22	139	4	351	384	221	113	279	27	5	525	333
Critical Volume Analysis												
No. of Lanes	0 >	2	< 0	1	1	1	0 >	1	< 0	0 >	1	1
Per Lane Volume	0	93.5	n/a	351	384	221	108	532	n/a	0	530	333
Right Turn on Red			4			60			10			60
Right Turn Resultant			-4			53			-10			-78
North-South Critical	NB LT + SB TH =			384			SB LT + NB TH =			440.5		
East-West Critical	EB LT + WB TH =			638			WB LT + EB TH =			522		
Maximum Critical Sum	440.5			+	638		=		1,079			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

60th St N & Seminole Pratt-Whitney Rd
(Proposed Geometrics w/Project)

Growth Rate = 0.50%
Peak Season = 1.00
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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR 7 Diversions		(40)	40		(44)					44		
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
Project Traffic	78	1029	122	82	778	52	50	12	74	254	10	169
Total	**193**	**1,494**	**162**	**82**	**1,272**	**75**	**67**	**13**	**374**	**298**	**10**	**169**
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	< 0	1	1	1	1	1	1
Approach Volume		1,849			1,429			454			477	
Per Lane Volume	193	747	162	82	674	n/a	67	13	374	0	10	169
Right Turn on Red			60			10			60			60
Right Turn Resultant			102			-77			121			27
North-South Critical	NB LT + SB TH =			857			SB LT + NB TH =			829		
East-West Critical	EB LT + WB RT =			94			WB LT + EB RT =			121		
Maximum Critical Sum	**857**			**+**	**121**		**=**		**978**			
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 (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR 7 Diversions		(37)	37		(43)					43		
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
Project Traffic	91	931	249	166	1059	61	66	30	100	178	28	119
Total	**246**	**1,648**	**286**	**166**	**1,566**	**80**	**77**	**30**	**208**	**221**	**28**	**119**
Critical Volume Analysis												
No. of Lanes	1	2	1	1	2	< 0	1	1	1	1	1	1
Per Lane Volume	246	824	286	166	823	n/a	77	30	208	221	0	119
Right Turn on Red			60			10			60			60
Right Turn Resultant			5			-87			-98			-107
North-South Critical	NB LT + SB TH =			1059			SB LT + NB TH =			990		
East-West Critical	EB LT + WB TH =			77			WB LT + EB TH =			251		
Maximum Critical Sum	**1059**			**+**	**251**		**=**		**1,310**			
STATUS ?	**NEAR**											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

60th St N & Royal Palm Beach Blvd
(Programmed 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)	9	460	2	2	865	2	2	2	8	0	1	7
Peak Season Volume	10	492	2	2	926	2	2	2	9	0	1	7
Bkgd (Growth + Exist)	11	549	2	2	1,033	2	2	2	10	0	1	8
SR 7 Diversions		(132)		35	(203)			56			21	50
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic	0.0%	1%	0%	0.5%	1%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.5%
Project Traffic	0	21	0	15	31	0	0	0	0	0	0	10
Total	11	445	2	52	882	2	2	58	10	0	22	68
Critical Volume Analysis												
No. of Lanes	1	1	1	0 >	1	1	1	1	1	1	1	1
Approach Volume		458			936			70			90	
Per Lane Volume	11	445	2	41	934	2	2	58	10	0	22	68
Right Turn on Red			2			2			10			60
Right Turn Resultant			0			-2			-11			-33
North-South Critical	NB LT + SB TH =			945			SB LT + NB TH =			486		
East-West Critical	EB LT + WB TH =			24			WB LT + EB TH =			58		
Maximum Critical Sum	945			+	58		=		1,003			
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)	14	753	3	3	568	3	2	0	4	0	2	7
Peak Season Volume	15	806	3	3	608	3	2	0	4	0	2	7
Bkgd (Growth + Exist)	17	899	4	4	678	4	2	0	5	0	2	8
SR 7 Diversions		(212)		44	(157)			32			53	41
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic	0.0%	1.0%	0.0%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Project Traffic	0	29	0	12	25	0	0	0	0	0	0	14
Total	17	737	4	60	558	4	2	32	5	0	55	63
Critical Volume Analysis												
No. of Lanes	1	1	1	0 >	1	1	1	1	1	1	1	1
Per Lane Volume	17	737	4	43	618	4	2	32	5	0	0	63
Right Turn on Red			4			4			5			60
Right Turn Resultant			0			-2			-17			-40
North-South Critical	NB LT + SB TH =			635			SB LT + NB TH =			780		
East-West Critical	EB LT + WB TH =			2			WB LT + EB TH =			32		
Maximum Critical Sum	780			+	32		=		812			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

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	210	0	0	113	0	0	0	0	0	0	0
Project Traffic	163	645	219	146	1248	100	100	12	166	668	10	446
Total	**163**	**1,513**	**230**	**146**	**2,230**	**100**	**100**	**12**	**166**	**669**	**10**	**450**
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Approach Volume		1,906			2,476			278			1,129	
Per Lane Volume	163	505	230	146	744	100	100	12	166	335	10	450
Right Turn on Red			60			60			60			60
Right Turn Resultant			-165			-60			-57			244
North-South Critical	NB LT + SB TH =			907			SB LT + NB TH =			651		
East-West Critical	EB LT + WB RT =			344			WB LT + EB TH =			347		
Maximum Critical Sum	**907**			**+**	**347**		**=**		**1,254**			
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 (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	210	1249	532	355	969	115	128	12	234	306	28	204
Total	**210**	**2,178**	**580**	**361**	**1,786**	**115**	**128**	**12**	**234**	**344**	**28**	**220**
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	1	1	1	1	2	1	1
Per Lane Volume	210	726	580	361	596	115	128	12	234	172	28	220
Right Turn on Red			60			60			60			60
Right Turn Resultant			348			-73			-36			-201
North-South Critical	NB LT + SB TH =			806			SB LT + NB TH =			1087		
East-West Critical	EB LT + WB TH =			156			WB LT + EB TH =			184		
Maximum Critical Sum	**1087**			**+**	**184**		**=**		**1,271**			
STATUS ?	**NEAR**											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Roebuck Rd & SR 7
(Programmed Geometrics w/Project)

DO NOT USE THESE VOLUMES

Growth Rate = 0.50%
Peak Season = 1.00
Buildout Year = 2035
Years = 5

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2030 Design Traffic - SR 7	0	1075	315	570	1660	0	0	0	0	110	0	200
Peak Season Volume	0	1,075	315	570	1,660	0	0	0	0	110	0	200
Bkgd (Growth + Exist)	0	1,102	323	584	1,702	0	0	0	0	113	0	205
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	0%	1.0%	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Project Traffic	0	31	31	0	21	0	0	0	0	21	0	0
Total	0	1,133	354	584	1,723	0	0	0	0	134	0	205
Critical Volume Analysis												
No. of Lanes	0	2	1	2	2	0	0	0	0	2	0	2
Approach Volume		1,487			2,307			0			339	
Per Lane Volume	0	566.5	354	292	862	n/a	0	0	n/a	67	0	103
Right Turn on Red			60			0			0			60
Right Turn Resultant			227			0			0			-249
North-South Critical	NB LT + SB TH =			862			SB LT + NB TH =			858.5		
East-West Critical	EB LT + WB TH =			0			WB LT + EB RT =			67		
Maximum Critical Sum	862			+	67		=		929			
STATUS ?	UNDER											

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2030 Design Traffic - SR 7	0	1435	135	200	1025	0	0	0	0	420	0	925
Peak Season Volume	0	1,435	135	200	1,025	0	0	0	0	420	0	925
Bkgd (Growth + Exist)	0	1,471	138	205	1,051	0	0	0	0	431	0	948
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	0%	1.0%	1%	0%	1.0%	0%	0%	0%	0%	1%	0%	0%
Project Traffic	0	25	25	0	29	0	0	0	0	29	0	0
Total	0	1,496	163	205	1,080	0	0	0	0	460	0	948
Critical Volume Analysis												
No. of Lanes	0	2	1	2	2	0	0	0	0	2	0	2
Per Lane Volume	0	748	163	103	540	n/a	0	0	n/a	230	0	474
Right Turn on Red			60			0			0			60
Right Turn Resultant			-127			0			0			311
North-South Critical	NB LT + SB TH =			540			SB LT + NB TH =			851		
East-West Critical	EB LT + WB RT =			311			WB LT + EB RT =			230		
Maximum Critical Sum	851			+	311		=		1,162			
STATUS ?	UNDER											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Okeechobee Blvd & Seminole Pratt Whitney Rd
(Proposed Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.04
Buildout Year =	2035
Years =	23

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (4/26/12)	10	183	55	329	610	4	10	108	92	78	18	214
Peak Season Volume	10	190	57	342	634	4	10	112	96	81	19	223
Bkgd (Growth + Exist)	12	213	64	384	712	5	12	126	107	91	21	250
Approved Projects	0	33	7	5	46	0	0	0	0	7	0	2
% Project Traffic	0%	32.0%	0.0%	22.0%	32.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.0%
Project Traffic	0	663	0	673	979	0	0	0	0	0	0	456
Total	12	909	71	1,062	1,737	5	12	126	107	98	21	708
Critical Volume Analysis												
No. of Lanes	1	3	< 0	2	3	< 0	1	1	< 0	1	1	2
Approach Volume		992			2,804			245			827	
Per Lane Volume	12	327	n/a	531	581	n/a	12	233	n/a	98	21	354
Right Turn on Red			10			5			10			60
Right Turn Resultant			-108			-17			-22			-237
North-South Critical	NB LT + SB TH =			588			SB LT + NB TH =			848		
East-West Critical	EB LT + WB TH =			33			WB LT + EB TH =			321		
Maximum Critical Sum	848			+	321			=	1,169			
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 (4/26/12)	60	554	63	205	302	13	2	33	29	67	76	304
Peak Season Volume	62	576	66	213	314	14	2	34	30	70	79	316
Bkgd (Growth + Exist)	70	646	73	239	352	15	2	38	34	78	89	355
Approved Projects	0	103	12	9	90	0	0	0	0	12	0	10
% Project Traffic	0%	32.0%	0.0%	22.0%	32.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.0%
Project Traffic	0	922	0	542	789	0	0	0	0	0	0	634
Total	70	1,671	85	790	1,231	15	2	38	34	90	89	999
Critical Volume Analysis												
No. of Lanes	1	3	< 0	2	3	< 0	1	1	< 0	1	1	2
Per Lane Volume	70	586	n/a	395	416	n/a	2	72	n/a	90	89	500
Right Turn on Red			10			10			10			60
Right Turn Resultant			-100			-12			-80			45
North-South Critical	NB LT + SB TH =			476			SB LT + NB TH =			971		
East-West Critical	EB LT + WB TH =			91			WB LT + EB TH =			152		
Maximum Critical Sum	971			+	152			=	1,123			
STATUS ?						UNDER						

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Okeechobee Blvd & Royal Palm Beach Blvd
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	23

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (2/21/12)	79	201	210	523	352	208	184	1266	81	126	578	226
Peak Season Volume	79	201	210	523	352	208	184	1,266	81	126	578	226
Bkgd (Growth + Exist)	89	225	236	587	395	233	206	1,420	91	141	648	253
Approved Projects	3	3	10	18	3	0	0	67	3	18	104	24
% Project Traffic	0%	0%	0%	0%	0%	3%	3%	16.0%	0%	0%	16.0%	0%
Project Traffic	0	0	0	0	0	62	92	489	0	0	332	0
Total	**92**	**228**	**246**	**605**	**398**	**295**	**298**	**1,976**	**94**	**159**	**1,084**	**277**
Critical Volume Analysis												
No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Approach Volume		566			1,298			2,368			1,520	
Per Lane Volume	92	114	246	202	398	295	149	659	94	80	542	139
Right Turn on Red			60			60			60			60
Right Turn Resultant			106			86			-58			-123
North-South Critical	NB LT + SB TH =			490			SB LT + NB TH =			316		
East-West Critical	EB LT + WB TH =			691			WB LT + EB TH =			739		
Maximum Critical Sum	**490**			**+**	**739**		**=**		**1,229**			
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 (2/21/12)	186	436	144	445	328	178	255	691	60	214	1296	479
Peak Season Volume	186	436	144	445	328	178	255	691	60	214	1,296	479
Bkgd (Growth + Exist)	209	489	162	499	368	200	286	775	67	240	1,454	537
Approved Projects	5	5	27	41	5	0	0	172	5	22	156	38
% Project Traffic	0%	0%	0%	0%	0%	3%	3%	16.0%	0%	0%	16.0%	0%
Project Traffic	0	0	0	0	0	86	74	394	0	0	461	0
Total	**214**	**494**	**189**	**540**	**373**	**286**	**360**	**1,341**	**72**	**262**	**2,071**	**575**
Critical Volume Analysis												
No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Per Lane Volume	214	247	189	180	373	286	180	447	72	131	1036	288
Right Turn on Red			60			60			60			60
Right Turn Resultant			-2			46			-202			48
North-South Critical	NB LT + SB TH =			587			SB LT + NB TH =			427		
East-West Critical	EB LT + WB TH =			1216			WB LT + EB TH =			578		
Maximum Critical Sum	**587**			**+**	**1216**		**=**		**1,803**			
STATUS ?	**OVER**											

INTERSECTION ANALYSIS SHEET
Minto West w/o Connection to ITID Roads

Okeechobee Blvd & SR 7
(Existing Geometrics w/Project)

Growth Rate =	0.50%
Peak Season =	1.00
Buildout Year =	2035
Years =	23

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (1/29/13)	354	193	419	648	667	16	41	2172	463	469	688	113
Peak Season Volume	354	193	419	648	667	16	41	2,172	463	469	688	113
Bkgd (Growth + Exist)	397	216	470	727	748	18	46	2,436	519	526	772	127
Roebuck Diversions		60	(60)	(327)	129	229	441	(441)		(129)	(229)	(50)
Approved Projects	50	30	95	32	48	0	0	184	85	81	107	22
% Project Traffic	1%	0.0%	0%	0.0%	0.0%	2%	2%	12.5%	1%	0%	12.5%	0.0%
Project Traffic	21	0	0	0	0	41	61	382	31	0	259	0
Total	468	306	505	432	925	288	548	2,561	635	478	909	99
Critical Volume Analysis												
No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Approach Volume		1,279			1,645			3,744			1,486	
Per Lane Volume	156	153	253	216	309	288	274	641	318	159	228	99
Right Turn on Red			60			60			60			60
Right Turn Resultant			34			-46			102			-177
North-South Critical	NB LT + SB TH =			465			SB LT + NB TH =			369		
East-West Critical	EB LT + WB TH =			502			WB LT + EB TH =			800		
Maximum Critical Sum	465			+	800			=	1,265			
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 (1/29/13)	899	717	333	195	328	28	91	907	567	683	1774	469
Peak Season Volume	899	717	333	195	328	28	91	907	567	683	1,774	469
Bkgd (Growth + Exist)	1,008	804	373	219	368	31	102	1,017	636	766	1,990	526
Roebuck Diversions		64	(64)	(77)	141	421	441	(441)		(141)	(421)	(330)
Approved Projects	126	80	126	64	66	0	0	278	100	142	338	71
% Project Traffic	1.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	12.5%	1.0%	0.0%	12.5%	0.0%
Project Traffic	29	0	0	0	0	58	49	308	25	0	360	0
Total	1,163	948	435	206	575	510	592	1,162	761	767	2,267	267
Critical Volume Analysis												
No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Per Lane Volume	388	474	218	103	192	510	296	291	381	256	567	267
Right Turn on Red			60			60			60			60
Right Turn Resultant			-98			154			-67			104
North-South Critical	NB LT + SB TH =			580			SB LT + NB TH =			577		
East-West Critical	EB LT + WB TH =			863			WB LT + EB TH =			547		
Maximum Critical Sum	580			+	863			=	1,443			
STATUS ?	OVER											

APPENDIX B

TRIP GENERATION INFORMATION – CALLERY-JUDGE INTENSITIES

TABLE B-1
TRIP GENERATION ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[2]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
PROPOSED USES																				
Single Family Detached	210	2,996 DU	T = 0.75 (X)	25%	75%	562	1,685	2,247	10	12	22	1.00%	552	1,673	2,225	0	0.00%	552	1,673	2,225
General Office	710	15,000 SF	Ln(T) = 0.80 Ln(X)+ 1.57	88%	12%	37	5	42	2	1	3	7.10%	35	4	39	4	10.00%	33	2	35
General Commercial	820	220,000 SF	T = 0.96 (X)	62%	38%	131	80	211	13	12	25	11.80%	118	68	186	61	33.02%	88	37	125
TOTAL						**730**	**1,770**	**2,500**	**25**	**25**	**50**	**2.0%**	**705**	**1,745**	**2,450**	**65**		**673**	**1,712**	**2,385**

PM PEAK HOUR

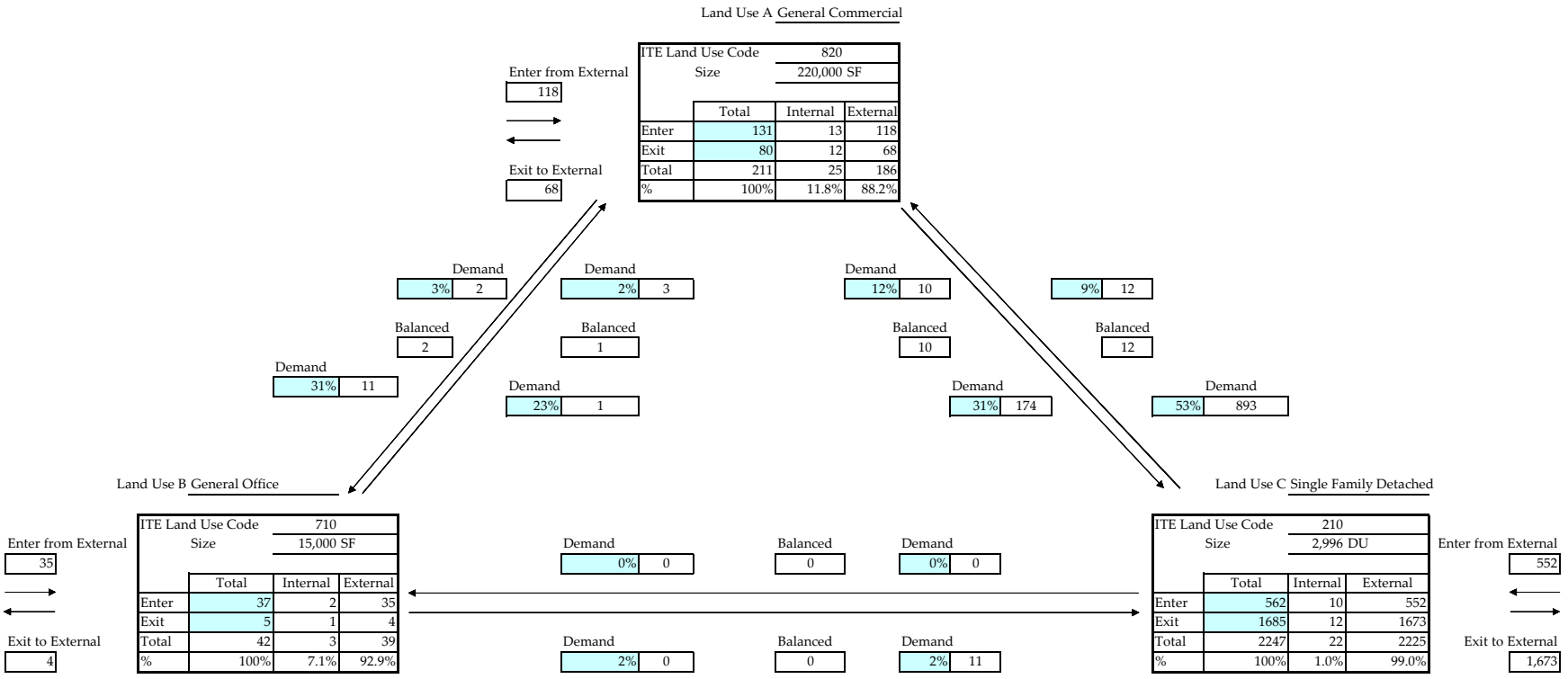
LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[1]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
PROPOSED USES																				
Single Family Detached	210	2,996 DU	Ln(T) = 0.90 Ln(X)+ 0.51	63%	37%	1,412	829	2,241	63	44	107	4.80%	1,349	785	2,134	0	0.00%	1,349	785	2,134
General Office	710	15,000 SF	T = 1.49 (X)	17%	83%	4	18	22	1	4	5	22.70%	3	14	17	2	10.00%	2	13	15
General Commercial	820	220,000 SF	Ln(T) = 0.67 Ln(X)+ 3.31	48%	52%	488	528	1,016	48	64	112	11.00%	440	464	904	299	33.02%	291	314	605
TOTAL						**1,904**	**1,375**	**3,279**	**112**	**112**	**224**	**6.8%**	**1,792**	**1,263**	**3,055**	**301**		**1,642**	**1,112**	**2,754**

Notes:

(1) Source: Palm Beach County Trip Generation Rates, January 15, 2014.

(2) Internal capture based on ITE Trip Generation Manual, 9th Edition.

TRIP INTERNAL CAPTURE - AM PEAK HOUR
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS

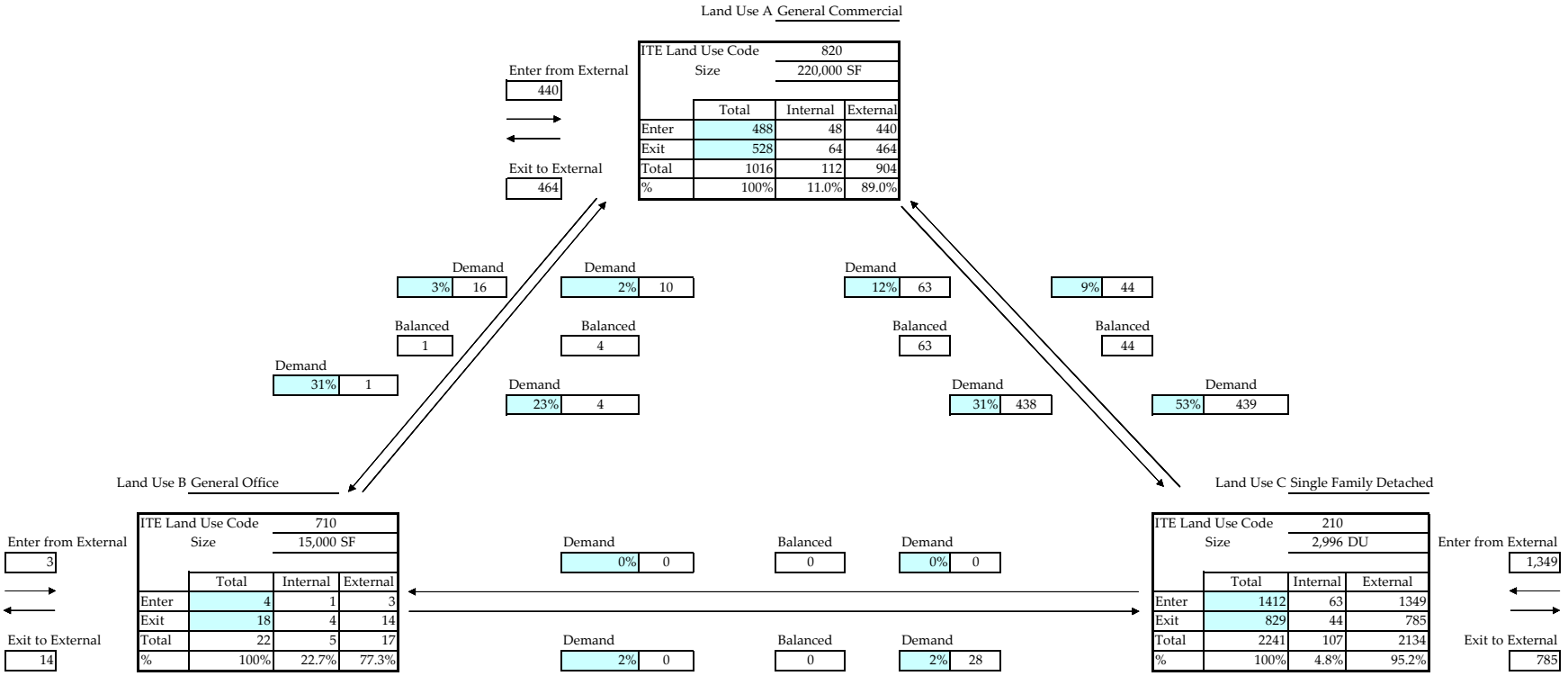


Net External Trips for Multi-Use Development

	Land Use A		Land Use B		Land Use C		Total	
Enter	118		35		552		705	
Exit	68		4		1673		1745	Internal
Total	186		39		2225		2450	Capture
Single-Use Trip Gen Estimate	211		42		2247		2500	2.0%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Manual, 9th Edition.

TRIP INTERNAL CAPTURE - PM PEAK HOUR
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS



Net External Trips for Multi-Use Development

	Land Use A		Land Use B		Land Use C		Total	
Enter	440		3		1349		1792	
Exit	464		14		785		1263	Internal
Total	904		17		2134		3055	Capture
Single-Use Trip Gen Estimate	1016		22		2241		3279	6.8%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Manual, 9th Edition.

APPENDIX C

ALL ACCESS TRAFFIC ANALYSIS

TABLE C-1
AM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 673	PROJECT DIST.	TRIPS 1,712	
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	0.0%	0	15.5%	265	265
			WB	1,960	15.5%	104	0.0%	0	104
	Hall Blvd to 140th Ave	4LD	EB	1,960	0.0%	0	16.0%	274	274
			WB	1,960	16.0%	108	0.0%	0	108
	140th Ave to Coconut Blvd	4LD	EB	1,960	0.0%	0	16.0%	274	274
			WB	1,960	16.0%	108	0.0%	0	108
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	0.0%	0	20.0%	342	342
			WB	1,960	20.0%	135	0.0%	0	135
	Ibis Blvd to SR-7	4LD	EB	1,960	0.0%	0	19.0%	325	325
			WB	1,960	19.0%	128	0.0%	0	128
	SR-7 to Beeline Hwy	4LD	EB	3,320	0.0%	0	22.5%	385	385
			WB	3,320	22.5%	151	0.0%	0	151
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	0.0%	0	15.0%	257	257
			WB	2,940	15.0%	101	0.0%	0	101
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	0.0%	0	3.0%	51	51
			WB	880	3.0%	20	0.0%	0	20
	Hall Blvd to 140th Ave	2L	EB	880	0.0%	0	2.0%	34	34
			WB	880	2.0%	13	0.0%	0	13
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	2.0%	34	34
			WB	880	2.0%	13	0.0%	0	13
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	2.5%	43	43
			WB	880	2.5%	17	0.0%	0	17
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	0.0%	0	16.0%	274	274
			WB	880	16.0%	108	0.0%	0	108
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	14.0%	240	240
			WB	880	14.0%	94	0.0%	0	94
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	11.0%	188	188
			WB	880	11.0%	74	0.0%	0	74
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	9.0%	154	154
			WB	880	9.0%	61	0.0%	0	61
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	8.0%	137	137
			WB	880	8.0%	54	0.0%	0	54
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	13.0%	223	223
			WB	880	13.0%	87	0.0%	0	87
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	12.5%	214	214
			WB	880	12.5%	84	0.0%	0	84
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	12.0%	205	205
			WB	880	12.0%	81	0.0%	0	81
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	10.0%	171	171
			WB	880	10.0%	67	0.0%	0	67
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	6.0%	103	103
			WB	880	6.0%	40	0.0%	0	40
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	6.0%	103	103
			WB	880	6.0%	40	0.0%	0	40
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	5.5%	94	94
			WB	880	5.5%	37	0.0%	0	37
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	4.0%	68	68
			WB	880	4.0%	27	0.0%	0	27
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	0.0%	0	10.0%	171	171
			WB	1,140	10.0%	67	0.0%	0	67
	B Rd to 140th Ave	2L	EB	1,140	0.0%	0	9.5%	163	163
			WB	1,140	9.5%	64	0.0%	0	64
	140th Ave to Folsom Rd	2L	EB	880	0.0%	0	9.0%	154	154
			WB	880	9.0%	61	0.0%	0	61
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	0.0%	0	8.5%	146	146
			WB	1,770	8.5%	57	0.0%	0	57
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	0.0%	0	8.0%	137	137
			WB	1,770	8.0%	54	0.0%	0	54
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	0.0%	0	8.0%	137	137
			WB	2,680	8.0%	54	0.0%	0	54
	Wildcat Way to SR-7	8LD	EB	3,590	0.0%	0	7.5%	128	128
			WB	3,590	7.5%	50	0.0%	0	50
	SR-7 to Sansbury's Way	8LD	EB	3,940	0.0%	0	13.5%	231	231
			WB	3,940	13.5%	91	0.0%	0	91

TABLE C-1
AM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 673	PROJECT DIST.	TRIPS 1,712	
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	22.0%	148	0.0%	0	148
			SB	1,960	0.0%	0	22.0%	377	377
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	33.0%	222	0.0%	0	222
			SB	1,960	0.0%	0	33.0%	565	565
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	38.0%	256	0.0%	0	256
			SB	1,960	0.0%	0	38.0%	651	651
	Persimmon Blvd to 60th Street N	2L	NB	810	0.0%	0	32.0%	548	548
			SB	810	32.0%	215	0.0%	0	215
	60th Street to Orange Blvd	4LD	NB	1,960	0.0%	0	27.0%	462	462
			SB	1,960	27.0%	182	0.0%	0	182
	Orange Blvd to Temple Blvd	4LD	NB	1,960	0.0%	0	20.0%	342	342
			SB	1,960	20.0%	135	0.0%	0	135
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	0.0%	0	16.0%	274	274
			SB	1,960	16.0%	108	0.0%	0	108
	Northlake Blvd to North	2L	NB	1,140	0.0%	0	0.5%	9	9
			SB	1,140	0.5%	3	0.0%	0	3
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	0.0%	0	0.5%	9	9
			SB	880	0.5%	3	0.0%	0	3
	Persimmon Blvd to 60th St	2L	NB	880	0.0%	0	0.5%	9	9
			SB	880	0.5%	3	0.0%	0	3
	60th St to Orange Blvd	2L	NB	880	0.0%	0	2.0%	34	34
			SB	880	2.0%	13	0.0%	0	13
	Orange Blvd to Temple Blvd	2L	NB	880	0.0%	0	4.5%	77	77
			SB	880	4.5%	30	0.0%	0	30
	Temple Blvd to Northlake Blvd	2L	NB	880	0.0%	0	5.0%	86	86
			SB	880	5.0%	34	0.0%	0	34
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	3.5%	24	0.0%	0	24
			SB	1,960	0.0%	0	3.5%	60	60
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	2.0%	13	0.0%	0	13
			SB	1,960	0.0%	0	2.0%	34	34
	Persimmon Blvd to 60th St	2L	NB	880	0.5%	3	0.0%	0	3
			SB	880	0.0%	0	0.5%	9	9
	60th St to Orange Blvd	2L	NB	880	0.0%	0	0.5%	9	9
			SB	880	0.5%	3	0.0%	0	3
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	6.5%	44	0.0%	0	44
			SB	2,680	0.0%	0	6.5%	111	111
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	13.5%	91	0.0%	0	91
			SB	1,960	0.0%	0	13.5%	231	231
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	17.0%	114	0.0%	0	114
			SB	3,320	0.0%	0	17.0%	291	291
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	13.5%	91	0.0%	0	91
			SB	3,320	0.0%	0	13.5%	231	231
	Persimmon Blvd to 60th St	4LD	NB	3,320	5.0%	34	1.0%	17	51
			SB	3,320	1.0%	7	5.0%	86	93
	60th St to Northlake Blvd	4LD	NB	3,320	0.0%	0	4.0%	68	68
			SB	3,320	4.0%	27	0.0%	0	27
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	0.0%	0	4.5%	77	77
			WB	1,960	4.5%	30	0.0%	0	30

TABLE C-2
PM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 1,642	PROJECT DIST.	TRIPS 1,112	
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	0.0%	0	15.5%	172	172
			WB	1,960	15.5%	255	0.0%	0	255
	Hall Blvd to 140th Ave	4LD	EB	1,960	0.0%	0	16.0%	178	178
			WB	1,960	16.0%	263	0.0%	0	263
	140th Ave to Coconut Blvd	4LD	EB	1,960	0.0%	0	16.0%	178	178
			WB	1,960	16.0%	263	0.0%	0	263
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	0.0%	0	20.0%	222	222
			WB	1,960	20.0%	328	0.0%	0	328
	Ibis Blvd to SR-7	4LD	EB	1,960	0.0%	0	19.0%	211	211
			WB	1,960	19.0%	312	0.0%	0	312
	SR-7 to Beeline Hwy	4LD	EB	3,320	0.0%	0	22.5%	250	250
			WB	3,320	22.5%	369	0.0%	0	369
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	0.0%	0	15.0%	167	167
			WB	2,940	15.0%	246	0.0%	0	246
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	0.0%	0	3.0%	33	33
			WB	880	3.0%	49	0.0%	0	49
	Hall Blvd to 140th Ave	2L	EB	880	0.0%	0	2.0%	22	22
			WB	880	2.0%	33	0.0%	0	33
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	2.0%	22	22
			WB	880	2.0%	33	0.0%	0	33
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	2.5%	28	28
			WB	880	2.5%	41	0.0%	0	41
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	0.0%	0	16.0%	178	178
			WB	880	16.0%	263	0.0%	0	263
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	14.0%	156	156
			WB	880	14.0%	230	0.0%	0	230
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	11.0%	122	122
			WB	880	11.0%	181	0.0%	0	181
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	9.0%	100	100
			WB	880	9.0%	148	0.0%	0	148
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	8.0%	89	89
			WB	880	8.0%	131	0.0%	0	131
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	13.0%	145	145
			WB	880	13.0%	213	0.0%	0	213
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	12.5%	139	139
			WB	880	12.5%	205	0.0%	0	205
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	12.0%	133	133
			WB	880	12.0%	197	0.0%	0	197
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	10.0%	111	111
			WB	880	10.0%	164	0.0%	0	164
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	6.0%	67	67
			WB	880	6.0%	99	0.0%	0	99
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	6.0%	67	67
			WB	880	6.0%	99	0.0%	0	99
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	5.5%	61	61
			WB	880	5.5%	90	0.0%	0	90
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	4.0%	44	44
			WB	880	4.0%	66	0.0%	0	66
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	0.0%	0	10.0%	111	111
			WB	1,140	10.0%	164	0.0%	0	164
	B Rd to 140th Ave	2L	EB	1,140	0.0%	0	9.5%	106	106
			WB	1,140	9.5%	156	0.0%	0	156
	140th Ave to Folsom Rd	2L	EB	880	0.0%	0	9.0%	100	100
			WB	880	9.0%	148	0.0%	0	148
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	0.0%	0	8.5%	95	95
			WB	1,770	8.5%	140	0.0%	0	140
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	0.0%	0	8.0%	89	89
			WB	1,770	8.0%	131	0.0%	0	131
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	0.0%	0	8.0%	89	89
			WB	2,680	8.0%	131	0.0%	0	131
	Wildcat Way to SR-7	8LD	EB	3,590	0.0%	0	7.5%	83	83
			WB	3,590	7.5%	123	0.0%	0	123
	SR-7 to Sansbury's Way	8LD	EB	3,940	0.0%	0	13.5%	150	150
			WB	3,940	13.5%	222	0.0%	0	222

TABLE C-2
PM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 1,642	PROJECT DIST.	TRIPS 1,112	
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	22.0%	361	0.0%	0	361
			SB	1,960	0.0%	0	22.0%	245	245
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	33.0%	542	0.0%	0	542
			SB	1,960	0.0%	0	33.0%	367	367
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	38.0%	624	0.0%	0	624
			SB	1,960	0.0%	0	38.0%	423	423
	Persimmon Blvd to 60th Street	2L	NB	810	0.0%	0	32.0%	356	356
			SB	810	32.0%	525	0.0%	0	525
	60th Street to Orange Blvd	4LD	NB	1,960	0.0%	0	27.0%	300	300
			SB	1,960	27.0%	443	0.0%	0	443
	Orange Blvd to Temple Blvd	4LD	NB	1,960	0.0%	0	20.0%	222	222
			SB	1,960	20.0%	328	0.0%	0	328
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	0.0%	0	16.0%	178	178
			SB	1,960	16.0%	263	0.0%	0	263
	Northlake Blvd to North	2L	NB	1,140	0.0%	0	0.5%	6	6
			SB	1,140	0.5%	8	0.0%	0	8
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	0.0%	0	0.5%	6	6
			SB	880	0.5%	8	0.0%	0	8
	Persimmon Blvd to 60th St	2L	NB	880	0.0%	0	0.5%	6	6
			SB	880	0.5%	8	0.0%	0	8
	60th St to Orange Blvd	2L	NB	880	0.0%	0	2.0%	22	22
			SB	880	2.0%	33	0.0%	0	33
	Orange Blvd to Temple Blvd	2L	NB	880	0.0%	0	4.5%	50	50
			SB	880	4.5%	74	0.0%	0	74
	Temple Blvd to Northlake Blvd	2L	NB	880	0.0%	0	5.0%	56	56
			SB	880	5.0%	82	0.0%	0	82
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	3.5%	57	0.0%	0	57
			SB	1,960	0.0%	0	3.5%	39	39
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	2.0%	33	0.0%	0	33
			SB	1,960	0.0%	0	2.0%	22	22
	Persimmon Blvd to 60th St	2L	NB	880	0.5%	8	0.0%	0	8
			SB	880	0.0%	0	0.5%	6	6
	60th St to Orange Blvd	2L	NB	880	0.0%	0	0.5%	6	6
			SB	880	0.5%	8	0.0%	0	8
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	6.5%	107	0.0%	0	107
			SB	2,680	0.0%	0	6.5%	72	72
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	13.5%	222	0.0%	0	222
			SB	1,960	0.0%	0	13.5%	150	150
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	17.0%	279	0.0%	0	279
			SB	3,320	0.0%	0	17.0%	189	189
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	13.5%	222	0.0%	0	222
			SB	3,320	0.0%	0	13.5%	150	150
	Persimmon Blvd to 60th St	4LD	NB	3,320	5.0%	82	1.0%	11	93
			SB	3,320	1.0%	16	5.0%	56	72
	60th St to Northlake Blvd	4LD	NB	3,320	0.0%	0	4.0%	44	44
			SB	3,320	4.0%	66	0.0%	0	66
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	0.0%	0	4.5%	50	50
			WB	1,960	4.5%	74	0.0%	0	74

TABLE C-3
AM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	1,057	Yes	265	1,322	Yes		
			WB	1,960	318	Yes	104	422	Yes		
	Hall Blvd to 140th Ave	4LD	EB	1,960	1,057	Yes	274	1,331	Yes		
			WB	1,960	318	Yes	108	426	Yes		
	140th Ave to Coconut Blvd	4LD	EB	1,960	1,754	Yes	274	2,028	No	6LD	2,940
			WB	1,960	448	Yes	108	556	Yes		
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	2,982	No	342	3,324	No	8LD	3,940
			WB	1,960	562	Yes	135	697	Yes		
	Ibis Blvd to SR-7	4LD	EB	1,960	3,206	No	325	3,531	No	8LD	3,940
			WB	1,960	708	Yes	128	836	Yes		
	SR-7 to Beeline Hwy	4LD	EB	3,320	3,678	No	385	4,063	No	6LD	4,980
			WB	3,320	826	Yes	151	977	Yes		
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	1,667	Yes	257	1,924	Yes		
			WB	2,940	889	Yes	101	990	Yes		
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	503	Yes	51	554	Yes		
			WB	880	342	Yes	20	362	Yes		
	Hall Blvd to 140th Ave	2L	EB	880	480	Yes	34	514	Yes		
			WB	880	325	Yes	13	338	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	684	Yes	34	718	Yes		
			WB	880	251	Yes	13	264	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	684	Yes	43	727	Yes		
			WB	880	251	Yes	17	268	Yes		
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	91	Yes	274	365	Yes		
			WB	880	34	Yes	108	142	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	91	Yes	240	331	Yes		
			WB	880	34	Yes	94	128	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	91	Yes	188	279	Yes		
			WB	880	34	Yes	74	108	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	91	Yes	154	245	Yes		
			WB	880	34	Yes	61	95	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	159	Yes	137	296	Yes		
			WB	880	48	Yes	54	102	Yes		
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	301	Yes	223	524	Yes		
			WB	880	164	Yes	87	251	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	301	Yes	214	515	Yes		
			WB	880	164	Yes	84	248	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	497	Yes	205	702	Yes		
			WB	880	132	Yes	81	213	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	514	Yes	171	685	Yes		
			WB	880	196	Yes	67	263	Yes		
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	197	Yes	103	300	Yes		
			WB	880	58	Yes	40	98	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	197	Yes	103	300	Yes		
			WB	880	58	Yes	40	98	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	318	Yes	94	412	Yes		
			WB	880	61	Yes	37	98	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	344	Yes	68	412	Yes		
			WB	880	71	Yes	27	98	Yes		
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	638	Yes	171	809	Yes		
			WB	1,140	421	Yes	67	488	Yes		
	B Rd to 140th Ave	2L	EB	1,140	627	Yes	163	790	Yes		
			WB	1,140	416	Yes	64	480	Yes		
	140th Ave to Folsom Rd	2L	EB	880	916	No	154	1,070	No	4LD	1,960
			WB	880	557	Yes	61	618	Yes		
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	891	Yes	146	1,037	Yes		
			WB	1,770	548	Yes	57	605	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	1,664	Yes	137	1,801	No	6LD	2,680
			WB	1,770	992	Yes	54	1,046	Yes		
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	2,522	Yes	137	2,659	Yes		
			WB	2,680	1,174	Yes	54	1,228	Yes		
	Wildcat Way to SR-7	8LD	EB	3,590	2,311	Yes	128	2,439	Yes		
			WB	3,590	No Data	-	-	-	-	-	-
	SR-7 to Sansbury's Way	8LD	EB	3,940	2,471	Yes	231	2,702	Yes		
			WB	3,940	933	Yes	91	1,024	Yes		

TABLE C-3
AM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	631	Yes	148	779	Yes		
			SB	1,960	1,091	Yes	377	1,468	Yes		
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	871	Yes	222	1,093	Yes		
			SB	1,960	959	Yes	565	1,524	Yes		
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	1,181	Yes	256	1,437	Yes		
			SB	1,960	914	Yes	651	1,565	Yes		
	Persimmon Blvd to 60th Street	2L	NB	810	1,190	No	548	1,738	No	4LD	1,770
			SB	810	925	No	215	1,140	No	4LD	1,770
	60th Street to Orange Blvd	4LD	NB	1,960	739	Yes	462	1,201	Yes		
			SB	1,960	749	Yes	182	931	Yes		
	Orange Blvd to Temple Blvd	4LD	NB	1,960	405	Yes	342	747	Yes		
			SB	1,960	543	Yes	135	678	Yes		
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	405	Yes	274	679	Yes		
			SB	1,960	543	Yes	108	651	Yes		
	Northlake Blvd to North	2L	NB	1,140	75	Yes	9	84	Yes		
			SB	1,140	No Data	-	-	-	-	-	-
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	202	Yes	9	211	Yes		
			SB	880	81	Yes	3	84	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	202	Yes	9	211	Yes		
			SB	880	81	Yes	3	84	Yes		
	60th St to Orange Blvd	2L	NB	880	316	Yes	34	350	Yes		
			SB	880	121	Yes	13	134	Yes		
	Orange Blvd to Temple Blvd	2L	NB	880	870	Yes	77	947	No	4LD	1,960
			SB	880	411	Yes	30	441	Yes		
	Temple Blvd to Northlake Blvd	2L	NB	880	1,136	No	86	1,222	No	4LD	1,960
			SB	880	246	Yes	34	280	Yes		
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	244	Yes	24	268	Yes		
			SB	1,960	594	Yes	60	654	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	244	Yes	13	257	Yes		
			SB	1,960	594	Yes	34	628	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	252	Yes	3	255	Yes		
			SB	880	597	Yes	9	606	Yes		
	60th St to Orange Blvd	2L	NB	880	306	Yes	9	315	Yes		
			SB	880	1,021	No	3	1,024	No	4LD	1,960
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	1,219	Yes	44	1,263	Yes		
			SB	2,680	2,146	Yes	111	2,257	Yes		
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	1,094	Yes	91	1,185	Yes		
			SB	1,960	1,620	Yes	231	1,851	Yes		
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	651	Yes	114	765	Yes		
			SB	3,320	1,587	Yes	291	1,878	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	651	Yes	91	742	Yes		
			SB	3,320	1,587	Yes	231	1,818	Yes		
	Persimmon Blvd to 60th St	4LD	NB	3,320	320	Yes	51	371	Yes		
			SB	3,320	80	Yes	93	173	Yes		
	60th St to Northlake Blvd	4LD	NB	3,320	472	Yes	68	540	Yes		
			SB	3,320	118	Yes	27	145	Yes		
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	2,838	No	77	2,915	No	6LD	2,940
			WB	1,960	No Data	-	-	-	-	-	-

(1) Total background traffic based on Minto West Concurrency Traffic Impact Analysis prepared by Pinder Troutman Consulting, Inc., dated May 7, 2014.

TABLE C-4
PM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	430	Yes	172	602	Yes		
			WB	1,960	939	Yes	255	1,194	Yes		
	Hall Blvd to 140th Ave	4LD	EB	1,960	430	Yes	178	608	Yes		
			WB	1,960	939	Yes	263	1,202	Yes		
	140th Ave to Coconut Blvd	4LD	EB	1,960	626	Yes	178	804	Yes		
			WB	1,960	1,729	Yes	263	1,992	No	6LD	2,940
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	853	Yes	222	1,075	Yes		
			WB	1,960	2,822	No	328	3,150	No	8LD	3,940
	Ibis Blvd to SR-7	4LD	EB	1,960	974	Yes	211	1,185	Yes		
			WB	1,960	2,901	No	312	3,213	No	8LD	3,940
	SR-7 to Beeline Hwy	4LD	EB	3,320	1,151	Yes	250	1,401	Yes		
			WB	3,320	3,314	Yes	369	3,683	No	6LD	4,980
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	1,147	Yes	167	1,314	Yes		
			WB	2,940	1,549	Yes	246	1,795	Yes		
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	654	Yes	33	687	Yes		
			WB	880	703	Yes	49	752	Yes		
	Hall Blvd to 140th Ave	2L	EB	880	614	Yes	22	636	Yes		
			WB	880	661	Yes	33	694	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	398	Yes	22	420	Yes		
			WB	880	678	Yes	33	711	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	398	Yes	28	426	Yes		
			WB	880	678	Yes	41	719	Yes		
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	36	Yes	178	214	Yes		
			WB	880	89	Yes	263	352	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	36	Yes	156	192	Yes		
			WB	880	89	Yes	230	319	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	36	Yes	122	158	Yes		
			WB	880	89	Yes	181	270	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	36	Yes	100	136	Yes		
			WB	880	89	Yes	148	237	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	64	Yes	89	153	Yes		
			WB	880	144	Yes	131	275	Yes		
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	148	Yes	145	293	Yes		
			WB	880	299	Yes	213	512	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	148	Yes	139	287	Yes		
			WB	880	299	Yes	205	504	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	188	Yes	133	321	Yes		
			WB	880	402	Yes	197	599	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	301	Yes	111	412	Yes		
			WB	880	415	Yes	164	579	Yes		
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	102	Yes	67	169	Yes		
			WB	880	209	Yes	99	308	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	102	Yes	67	169	Yes		
			WB	880	209	Yes	99	308	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	168	Yes	61	229	Yes		
			WB	880	310	Yes	90	400	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	170	Yes	44	214	Yes		
			WB	880	271	Yes	66	337	Yes		
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	356	Yes	111	467	Yes		
			WB	1,140	634	Yes	164	798	Yes		
	B Rd to 140th Ave	2L	EB	1,140	350	Yes	106	456	Yes		
			WB	1,140	625	Yes	156	781	Yes		
	140th Ave to Folsom Rd	2L	EB	880	679	Yes	100	779	Yes		
			WB	880	922	No	148	1,070	No	4LD	1,960
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	672	Yes	95	767	Yes		
			WB	1,770	907	Yes	140	1,047	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	1,262	Yes	89	1,351	Yes		
			WB	1,770	1,776	No	131	1,907	No	6LD	2,680
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	1,720	Yes	89	1,809	Yes		
			WB	2,680	2,371	Yes	131	2,502	Yes		
	Wildcat Way to SR-7	8LD	EB	3,590	1,562	Yes	83	1,645	Yes		
			WB	3,590	2,462	Yes	123	2,585	Yes		
	SR-7 to Sansbury's Way	8LD	EB	3,940	1,475	Yes	150	1,625	Yes		
			WB	3,940	2,488	Yes	222	2,710	Yes		

TABLE C-4
PM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	1,094	Yes	361	1,455	Yes		
			SB	1,960	782	Yes	245	1,027	Yes		
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	1,064	Yes	542	1,606	Yes		
			SB	1,960	809	Yes	367	1,176	Yes		
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	1,038	Yes	624	1,662	Yes		
			SB	1,960	886	Yes	423	1,309	Yes		
	Persimmon Blvd to 60th Street	2L	NB	810	1,038	No	356	1,394	No	4LD	1,770
			SB	810	886	No	525	1,411	No	4LD	1,770
	60th Street to Orange Blvd	4LD	NB	1,960	706	Yes	300	1,006	Yes		
			SB	1,960	816	Yes	443	1,259	Yes		
	Orange Blvd to Temple Blvd	4LD	NB	1,960	573	Yes	222	795	Yes		
			SB	1,960	416	Yes	328	744	Yes		
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	573	Yes	178	751	Yes		
			SB	1,960	416	Yes	263	679	Yes		
	Northlake Blvd to North	2L	NB	1,140	98	Yes	6	104	Yes		
			SB	1,140	80	Yes	8	88	Yes		
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	121	Yes	6	127	Yes		
			SB	880	193	Yes	8	201	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	121	Yes	6	127	Yes		
			SB	880	193	Yes	8	201	Yes		
	60th St to Orange Blvd	2L	NB	880	196	Yes	22	218	Yes		
			SB	880	347	Yes	33	380	Yes		
	Orange Blvd to Temple Blvd	2L	NB	880	546	Yes	50	596	Yes		
			SB	880	889	No	74	963	No	4LD	1,960
	Temple Blvd to Northlake Blvd	2L	NB	880	357	Yes	56	413	Yes		
			SB	880	1,015	No	82	1,097	No	4LD	1,960
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	659	Yes	57	716	Yes		
			SB	1,960	426	Yes	39	465	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	659	Yes	33	692	Yes		
			SB	1,960	426	Yes	22	448	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	663	Yes	8	671	Yes		
			SB	880	434	Yes	6	440	Yes		
	60th St to Orange Blvd	2L	NB	880	933	No	6	939	No	4LD	1,960
			SB	880	473	Yes	8	481	Yes		
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	2,378	Yes	107	2,485	Yes		
			SB	2,680	2,076	Yes	72	2,148	Yes		
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	1,341	Yes	222	1,563	Yes		
			SB	1,960	1,330	Yes	150	1,480	Yes		
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	1,413	Yes	279	1,692	Yes		
			SB	3,320	853	Yes	189	1,042	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	1,413	Yes	222	1,635	Yes		
			SB	3,320	853	Yes	150	1,003	Yes		
	Persimmon Blvd to 60th St	4LD	NB	3,320	120	Yes	93	213	Yes		
			SB	3,320	280	Yes	72	352	Yes		
	60th St to Northlake Blvd	4LD	NB	3,320	177	Yes	44	221	Yes		
			SB	3,320	413	Yes	66	479	Yes		
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	1,236	Yes	50	1,286	Yes		
			WB	1,960	2,550	No	74	2,624	No	6LD	2,940

(1) Total background traffic based on Minto West Concurrency Traffic Impact Analysis prepared by Pinder Troutman Consulting, Inc., dated May 7, 2014.

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE C-5
AM PEAK HOUR PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	PROG. LANES	DIR.	SERVICE VOLUME	PROP. LANES	NEW SERVICE VOLUME	CAPACITY CREATED	LENGTH (MILES)	COST OF IMPROV.	MITIG. PROJECT TRAFFIC	PROP. SHARE OF COST	PROP. SHARE CALCULATION
Northlake Boulevard	140th Ave to Coconut Blvd	4LD	EB	1,960	6LD	2,940	980	1.5	$1,785,521	68	6.9%	$123,201
			WB	1,960								
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	8LD	3,940	1,980	2.0	$5,036,934	342	17.3%	$871,390
			WB	1,960								
	Ibis Blvd to SR-7	4LD	EB	1,960	8LD	3,940	1,980	0.5	$2,210,957	325	16.4%	$362,597
			WB	1,960								
	SR-7 to Beeline Hwy	4LD	EB	3,320	6LD	4,980	1,660	2.8	$3,332,972	385	23.2%	$773,250
			WB	3,320								
Okeechobee Boulevard	140th Avenue to Folsom Road	2L	EB	880	4LD	1,960	1,080	1.2	$1,594,159	154	14.3%	$227,965
			WB	880								
	Crestwood Blvd to RPB Blvd	4LD	EB	1,770	6LD	2,680	910	0.7	$1,442,520	31	3.4%	$49,046
			WB	1,770								
Sem. Pratt Whitney Road	Persimmon Blvd to 60th Street N	2L	NB	810	4LD	1,770	960	0.9	$2,060,833	548	57.1%	$1,176,736
			SB	810	4LD	1,770	960	0.9	$2,060,833	215	22.4%	$461,627
Coconut Boulevard	Orange Blvd to Temple Blvd	2L	NB	880	4LD	1,960	1,080	1.0	$1,328,466	67	6.2%	$82,365
			SB	880								
	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1,960	1,080	1.2	$1,594,159	86	8.0%	$127,533
			SB	880								
Royal Palm Beach Blvd	60th St to Orange Blvd	2L	NB	880								
			SB	880	4LD	1,960	1,080	1.0	$1,328,466	3	0.3%	$3,985
SR-710/ Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	6LD	2,940	980	1.2	$1,428,416	77	7.9%	$112,845
			WB	1,960	-	-	-	-				

TABLE C-6
PM PEAK HOUR PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	PROG. LANES	DIR.	SERVICE VOLUME	PROP. LANES	NEW SERVICE VOLUME	CAPACITY CREATED	LENGTH (MILES)	COST OF IMPROV.	MITIG. PROJECT TRAFFIC	PROP. SHARE OF COST	PROP. SHARE CALCULATION
Northlake	140th Ave to Coconut Blvd	4LD	EB	1,960								
Boulevard			WB	1,960	6LD	2,940	980	1.5	$1,785,521	32	3.3%	$58,922
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960								
			WB	1,960	8LD	3,940	1,980	2.0	$5,036,934	328	16.6%	$836,131
	Ibis Blvd to SR-7	4LD	EB	1,960								
			WB	1,960	8LD	3,940	1,980	0.5	$2,210,957	312	15.8%	$349,331
	SR-7 to Beeline Hwy	4LD	EB	3,320								
			WB	3,320	6LD	4,980	1,660	2.8	$3,332,972	363	21.9%	$729,921
Okeechobee	140th Avenue to Folsom Road	2L	EB	880								
Boulevard			WB	880	4LD	1,960	1,080	1.2	$1,594,159	148	13.7%	$218,400
	Crestwood Blvd to RPB Blvd	4LD	EB	1,770								
			WB	1,770	6LD	2,680	910	0.7	$1,442,520	131	14.4%	$207,723
Sem. Pratt	Persimmon Blvd to 60th Street N	2L	NB	810	4LD	1,770	960	0.9	$2,060,833	356	37.1%	$764,569
Whitney Road			SB	810	4LD	1,770	960	0.9	$2,060,833	525	54.7%	$1,127,276
Coconut	Orange Blvd to Temple Blvd	2L	NB	880								
Boulevard			SB	880	4LD	1,960	1,080	1.0	$1,328,466	74	6.9%	$91,664
	Temple Blvd to Northlake Blvd	2L	NB	880								
			SB	880	4LD	1,960	1,080	1.2	$1,594,159	82	7.6%	$121,156
Royal Palm	60th St to Orange Blvd	2L	NB	880	4LD	1,960	1,080	1.0	$1,328,466	6	0.6%	$7,971
Beach Blvd			SB	880								
SR-710/	Northlake Blvd to Jog Rd	4LD	EB	1,960								
Beeline Hwy			WB	1,960	6LD	2,940	980	1.2	$1,428,416	74	7.6%	$108,560

TABLE C-7
TOTAL PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

ROADWAY	LINK	DIR.	AM PROP. SHARE CALCULATION	PM PROP. SHARE CALCULATION	HIGHEST PROP. SHARE CALCULATION
Northlake	140th Ave to Coconut Blvd	EB	$123,201		$123,201
Boulevard		WB		$58,922	$58,922
	Coconut Blvd to Ibis Blvd	EB	$871,390		$871,390
		WB		$836,131	$836,131
	Ibis Blvd to SR-7	EB	$362,597		$362,597
		WB		$349,331	$349,331
	SR-7 to Beeline Hwy	EB	$773,250		$773,250
		WB		$729,921	$729,921
Okeechobee	140th Avenue to Folsom Road	EB	$227,965		$227,965
Boulevard		WB		$218,400	$218,400
	Crestwood Blvd to RPB Blvd	EB	$49,046		$49,046
		WB		$207,723	$207,723
Sem. Pratt	Persimmon Blvd to 60th Street N	NB	$1,176,736	$764,569	$1,176,736
Whitney Road		SB	$461,627	$1,127,276	$1,127,276
Coconut	Orange Blvd to Temple Blvd	NB	$82,365		$82,365
Boulevard		SB		$91,664	$91,664
	Temple Blvd to Northlake Blvd	NB	$127,533		$127,533
		SB		$121,156	$121,156
Royal Palm	60th St to Orange Blvd	NB		$7,971	$7,971
Beach Blvd		SB	$3,985		$3,985
SR-710/	Northlake Blvd to Jog Rd	EB	$112,845		$112,845
Beeline Hwy		WB		$108,560	$108,560
TOTAL					**$7,767,968**

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Proposed Geometry and Future Volumes

60TH STREET N @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR-7 Diversions	0	-76	76	0	-19	0	0	0	0	19	0	0
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	56	197	100	73	73	36	88	0	140	246	0	177
Total	**171**	**626**	**176**	**73**	**592**	**59**	**105**	**1**	**440**	**265**	**0**	**177**
Approach Total		**973**			**724**			**546**			**442**	

Critical Volume Analysis

No. of Lanes	>	2	<	>	2	<	>	1	<	>	1	<
Per Lane Volume	0	486	0	0	361	0	0	546	0	0	442	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	486	0	0	361	0	0	546	0	0	442	0
Through/Right Volume		486			361			546			442	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		486			361			546			442	
Critical Volume for Direction		486						546				
Intersection Critical Volume	**1,032**											
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 (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR-7 Diversions	0	-29	29	0	-67	0	0	0	0	67	0	0
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	142	95	257	191	159	93	67	0	100	183	0	138
Total	**297**	**820**	**286**	**191**	**642**	**112**	**78**	**0**	**208**	**250**	**0**	**138**
Approach Total		**1,403**			**945**			**286**			**388**	

Critical Volume Analysis

No. of Lanes	>	2	<	>	2	<	>	1	<	>	1	<
Per Lane Volume	0	702	0	0	472	0	0	286	0	0	388	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	702	0	0	472	0	0	286	0	0	388	0
Through/Right Volume		702			472			286			388	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		702			472			286			388	
Critical Volume for Direction		702						388				
Intersection Critical Volume	**1,090**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Proposed Geometry and Future Volumes

PERSIMMON BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	201	0	0	113	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	29	140	87	67	369	22	53	0	70	211	0	160
Total	**29**	**999**	**98**	**67**	**1,351**	**22**	**53**	**0**	**70**	**212**	**0**	**164**
Approach Total		**1,126**			**1,440**			**123**			**376**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	1	1	0	1	1	0	1
Per Lane Volume	29	548	0	67	676	22	53	0	70	212	0	164
Right on Red			10			60			60			60
Overlaps Left			212			53			29			67
Adj. Per Lane Volume	29	548	0	67	676	0	53	0	0	212	0	37
Through/Right Volume		548			676			0			37	
Opposing Left Turns		67			29			212			53	
Critical Volume for Approach		615			705			212			90	
Critical Volume for Direction		705						212				
Intersection Critical Volume	**917**											
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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	166	0	0	222	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	76	324	224	175	208	59	44	0	55	160	0	127
Total	**76**	**1,253**	**272**	**181**	**1,025**	**59**	**44**	**0**	**55**	**198**	**0**	**143**
Approach Total		**1,601**			**1,265**			**99**			**341**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	1	1	0	1	1	0	1
Per Lane Volume	76	762	0	181	512	59	44	0	55	198	0	143
Right on Red			10			60			60			60
Overlaps Left			198			44			76			181
Adj. Per Lane Volume	76	762	0	181	512	0	44	0	0	198	0	0
Through/Right Volume		762			512			0			0	
Opposing Left Turns		181			76			198			44	
Critical Volume for Approach		943			588			198			44	
Critical Volume for Direction		943						198				
Intersection Critical Volume	**1,142**											
STATUS?	**UNDER**											

SHORT REPORT

General Information		Site Information	
Analyst	NTL/JPK	Intersection	Okeechobee at RPB
Agency or Co.	McMahon	Area Type	All other areas
Date Performed	6/9/2014	Jurisdiction	
Time Period	PM Peak CALIBR PROCED	Analysis Year	2035

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	3	2	1	2	1	3	1	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	286	1035	72	262	1741	575	214	494	189	540	373	200
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	4	3	4	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 13.0	G = 1.0	G = 76.0	G =	G = 22.0	G = 6.0	G = 25.0	G =
	Y = 7	Y =	Y = 6	Y =	Y = 0	Y = 7	Y = 7	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 170.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	301	1089	76	276	1833	605	225	520	199	568	393	211
Lane Group Capacity	437	2531	978	271	2498	2049	229	548	419	874	416	615
v/c Ratio	0.69	0.43	0.08	1.02	0.73	0.30	0.98	0.95	0.47	0.65	0.94	0.34
Green Ratio	0.12	0.45	0.62	0.08	0.45	0.65	0.13	0.15	0.26	0.16	0.22	0.39
Uniform Delay d_1	71.4	31.6	13.1	78.5	38.7	13.1	73.8	71.9	52.6	66.4	65.0	36.7
Delay Factor k	0.26	0.11	0.11	0.50	0.29	0.11	0.49	0.46	0.11	0.23	0.46	0.11
Incremental Delay d_2	4.5	0.1	0.0	59.5	1.2	0.1	54.3	26.2	0.9	1.7	30.4	0.3
PF Factor	1.000	0.833	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	75.9	26.4	13.1	138.0	39.8	13.2	128.2	98.1	53.4	68.1	95.4	37.0
Lane Group LOS	E	C	B	F	D	B	F	F	D	E	F	D
Approach Delay	35.9			43.9			95.8			71.7		
Approach LOS	D			D			F			E		
Intersection Delay	55.0			Intersection LOS						D		

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (2/11/13)	0	24	793	43	25	0	0	0	0	158	0	18
Peak Season Volume	0	24	793	43	25	0	0	0	0	158	0	18
Bkgd (Growth + Exist)	0	27	885	48	28	0	0	0	0	176	0	20
SR-7 Diversions	0	0	-152	0	0	0	0	0	0	-38	0	0
Approved Projects	0	15	1	11	13	0	0	0	0	2	0	13
% Project Traffic		0.5%	15.5%		0.5%					15.5%		
Direction		Out	Out		In					In		
Project Traffic		9	265		3					104		
Total	**0**	**51**	**999**	**59**	**44**	**0**	**0**	**0**	**0**	**244**	**0**	**33**
Approach Total		**1,050**			**103**			**0**			**277**	

Critical Volume Analysis

No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	51	999	59	44	0	0	0	0	122	0	33
Right on Red			60			10			0			60
Overlaps Left			122			0			0			59
Adj. Per Lane Volume	0	51	817	59	44	0	0	0	0	122	0	0
Through/Right Volume		817			44			0			0	
Opposing Left Turns		59			0			122			0	
Critical Volume for Approach		876			44			122			0	
Critical Volume for Direction		876						122				
Intersection Critical Volume	**998**											
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 (2/11/13)	0	22	197	11	36	0	0	0	0	623	0	43
Peak Season Volume	0	22	197	11	36	0	0	0	0	623	0	43
Bkgd (Growth + Exist)	0	25	220	12	40	0	0	0	0	695	0	48
SR-7 Diversions	0	0	-57	0	0	0	0	0	0	-133	0	0
Approved Projects	0	13	14	13	15	0	0	0	0	12	0	12
% Project Traffic		0.5%	15.5%		0.5%					15.5%		
Direction		Out	Out		In					In		
Project Traffic		6	172		8					255		
Total	**0**	**44**	**349**	**25**	**63**	**0**	**0**	**0**	**0**	**829**	**0**	**60**
Approach Total		**393**			**88**			**0**			**889**	

Critical Volume Analysis

No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	44	349	25	63	0	0	0	0	415	0	60
Right on Red			60			10			0			60
Overlaps Left			415			0			0			25
Adj. Per Lane Volume	0	44	0	25	63	0	0	0	0	415	0	0
Through/Right Volume		44			63			0			0	
Opposing Left Turns		25			0			415			0	
Critical Volume for Approach		69			63			415			0	
Critical Volume for Direction		69						415				
Intersection Critical Volume	**483**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ COCONUT BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (2/13/13)	11	0	1,116	0	0	0	0	1,371	28	125	254	0
Peak Season Volume	11	0	1116	0	0	0	0	1371	28	125	254	0
Bkgd (Growth + Exist)	12	0	1245	0	0	0	0	1530	31	139	283	0
SR-7 Diversions	0	0	-320	0	0	0	0	-152	0	-80	-38	0
Approved Projects	1	0	317	0	0	0	0	338	3	67	77	0
% Project Traffic			4.0%					16.0%		4.0%	16.0%	
Direction			Out					Out		In	In	
Project Traffic			68					274		27	108	
Total	**13**	**0**	**1,310**	**0**	**0**	**0**	**0**	**1,990**	**34**	**153**	**430**	**0**
Approach Total	**1,323**			**0**			**2,024**			**583**		

Critical Volume Analysis

No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Per Lane Volume	13	0	0	0	0	0	0	995	34	77	215	0
Right on Red			10			10			60			10
Overlaps Left			77			0			13			0
Adj. Per Lane Volume	13	0	0	0	0	0	0	995	0	77	215	0
Through/Right Volume	0			0			995			215		
Opposing Left Turns	0			13			77			0		
Critical Volume for Approach	0			13			1072			215		
Critical Volume for Direction	13						1072					
Intersection Critical Volume	**1,085**											
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 (2/13/13)	40	0	299	0	0	0	0	292	29	849	917	0
Peak Season Volume	40	0	299	0	0	0	0	292	29	849	917	0
Bkgd (Growth + Exist)	45	0	334	0	0	0	0	326	32	947	1023	0
SR-7 Diversions	0	0	-120	0	0	0	0	-57	0	-280	-133	0
Approved Projects	4	0	117	0	0	0	0	137	3	381	414	0
% Project Traffic			4.0%					16.0%		4.0%	16.0%	
Direction			Out					Out		In	In	
Project Traffic			44					178		66	263	
Total	**49**	**0**	**375**	**0**	**0**	**0**	**0**	**584**	**35**	**1,114**	**1,567**	**0**
Approach Total	**424**			**0**			**619**			**2,681**		

Critical Volume Analysis

No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Per Lane Volume	49	0	0	0	0	0	0	292	35	557	784	0
Right on Red			10			10			60			10
Overlaps Left			557			0			49			0
Adj. Per Lane Volume	49	0	0	0	0	0	0	292	0	557	784	0
Through/Right Volume	0			0			292			784		
Opposing Left Turns	0			49			557			0		
Critical Volume for Approach	0			49			849			784		
Critical Volume for Direction	49						849					
Intersection Critical Volume	**898**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2008 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 (2008)	5	0	125	0	0	0	0	2,745	10	75	495	0
Peak Season Volume	5	0	125	0	0	0	0	2745	10	75	495	0
Bkgd (Growth + Exist)	6	0	143	0	0	0	0	3141	11	86	566	0
SR-7 Diversions	0	0	472	0	0	0	0	-472	0	118	-118	0
Approved Projects	0	0	0	0	0	0	0	785	0	0	140	0
% Project Traffic			3.5%					19.0%		3.5%	19.0%	
Direction			Out					Out		In	In	
Project Traffic			60					325		24	128	
Total	**6**	**0**	**675**	**0**	**0**	**0**	**0**	**3,779**	**11**	**228**	**716**	**0**
Approach Total		**681**			**0**			**3,790**			**944**	

Critical Volume Analysis

No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Per Lane Volume	6	0	225	0	0	0	0	1260	11	114	239	0
Right on Red			60			10			60			10
Overlaps Left			114			0			6			0
Adj. Per Lane Volume	6	0	51	0	0	0	0	1260	0	114	239	0
Through/Right Volume		51			0			1260			239	
Opposing Left Turns		0			6			114			0	
Critical Volume for Approach		51			6			1374			239	
Critical Volume for Direction			51						1374			
Intersection Critical Volume						**1,425**						
STATUS?						**OVER**						

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2008)	10	0	120	0	0	0	0	840	10	390	2,070	0
Peak Season Volume	10	0	120	0	0	0	0	840	10	390	2070	0
Bkgd (Growth + Exist)	11	0	137	0	0	0	0	961	11	446	2368	0
SR-7 Diversions	0	0	177	0	0	0	0	-177	0	413	-413	0
Approved Projects	0	0	0	0	0	0	0	208	0	0	951	0
% Project Traffic			3.5%					19.0%		3.5%	19.0%	
Direction			Out					Out		In	In	
Project Traffic			39					211		57	312	
Total	**11**	**0**	**353**	**0**	**0**	**0**	**0**	**1,203**	**11**	**916**	**3,218**	**0**
Approach Total		**364**			**0**			**1,214**			**4,134**	

Critical Volume Analysis

No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Per Lane Volume	11	0	118	0	0	0	0	401	11	458	1073	0
Right on Red			60			10			60			10
Overlaps Left			458			0			11			0
Adj. Per Lane Volume	11	0	0	0	0	0	0	401	0	458	1073	0
Through/Right Volume		0			0			401			1073	
Opposing Left Turns		0			11			458			0	
Critical Volume for Approach		0			11			859			1073	
Critical Volume for Direction			11						1073			
Intersection Critical Volume						**1,084**						
STATUS?						**UNDER**						

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ BEELINE HIGHWAY

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (3/4/13)	263	609	138	37	321	43	0	1,422	999	143	303	65
Peak Season Volume	263	609	138	37	321	43	0	1422	999	143	303	65
Bkgd (Growth + Exist)	294	680	154	41	358	48	0	1587	1115	160	338	73
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	857	0	49	165	117	0	782	0	0	5	329
% Project Traffic	4.5%	3.0%				3.0%		18.0%	4.5%		15.0%	
Direction	In	Out				In		Out	Out		In	
Project Traffic	30	51				20		308	77		101	
Total	**324**	**1,588**	**154**	**90**	**523**	**185**	**0**	**2,677**	**1,192**	**160**	**444**	**402**
Approach Total		**2,066**			**799**			**3,869**			**1,006**	

Critical Volume Analysis

No. of Lanes	2	3	FF	1	2	FF	0	3	1	1	2	1
Per Lane Volume	162	529	0	90	262	0	0	892	1192	160	222	402
Right on Red			10			10			60			60
Overlaps Left			160			0			162			90
Adj. Per Lane Volume	162	529	0	90	262	0	0	892	970	160	222	252
Through/Right Volume		529			262			970			252	
Opposing Left Turns		90			162			160			0	
Critical Volume for Approach		619			424			1130			252	
Critical Volume for Direction		619						1130				
Intersection Critical Volume					**1,749**							
STATUS?					**OVER**							

PM Peak Hour

Intersection Volume Development

	Northbound*			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (3/4/13)	985	323	137	58	453	77	0	548	258	72	1,447	39
Peak Season Volume	985	323	137	58	453	77	0	548	258	72	1447	39
Bkgd (Growth + Exist)	1099	360	153	65	506	86	0	612	288	80	1615	44
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	229	0	360	940	872	0	201	0	0	15	69
% Project Traffic	4.5%	3.0%				3.0%		18.0%	4.5%		15.0%	
Direction	In	Out				In		Out	Out		In	
Project Traffic	74	33				49		200	50		246	
Total	**1,173**	**622**	**153**	**425**	**1,446**	**1,007**	**0**	**1,013**	**338**	**80**	**1,876**	**113**
Approach Total		**1,948**			**2,878**			**1,351**			**2,069**	

Critical Volume Analysis

No. of Lanes	2	3	FF	1	2	FF	0	3	1	1	2	1
Per Lane Volume	587	207	0	425	723	0	0	338	338	80	938	113
Right on Red			10			10			60			60
Overlaps Left			80			0			587			425
Adj. Per Lane Volume	587	207	0	425	723	0	0	338	0	80	938	0
Through/Right Volume		207			723			338			938	
Opposing Left Turns		425			587			80			0	
Critical Volume for Approach		632			1310			418			938	
Critical Volume for Direction		1310						938				
Intersection Critical Volume					**2,248**							
STATUS?					**OVER**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

ORANGE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (9/11/13)	0	351	224	102	184	0	0	0	0	129	0	35
Peak Season Volume	0	376	240	109	197	0	0	0	0	138	0	37
Bkgd (Growth + Exist)	0	419	267	122	220	0	0	0	0	154	0	42
SR-7 Diversions	0	-152	76	0	-38	0	0	0	0	19	0	0
Approved Projects	0	0	30	22	0	0	0	0	0	26	0	20
% Project Traffic		20.0%	3.0%		20.0%					3.0%		
Direction		Out	Out		In					In		
Project Traffic		342	51		135					20		
Total	**0**	**609**	**424**	**144**	**317**	**0**	**0**	**0**	**0**	**219**	**0**	**62**
Approach Total		**1,033**			**461**			**0**			**281**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Per Lane Volume	0	305	424	144	158	0	0	0	0	219	0	62
Right on Red			60			10			10			60
Overlaps Left			219			0			0			144
Adj. Per Lane Volume	0	305	145	144	158	0	0	0	0	219	0	0
Through/Right Volume		305			158			0			0	
Opposing Left Turns		144			0			219			0	
Critical Volume for Approach		449			158			219			0	
Critical Volume for Direction		449						219				
Intersection Critical Volume	**668**											
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 (9/11/13)	0	275	186	96	258	0	0	0	0	254	0	121
Peak Season Volume	0	294	199	103	276	0	0	0	0	272	0	129
Bkgd (Growth + Exist)	0	328	222	115	308	0	0	0	0	303	0	144
SR-7 Diversions	0	-57	29	0	-133	0	0	0	0	67	0	0
Approved Projects	0	0	56	42	0	0	0	0	0	57	0	43
% Project Traffic		20.0%	3.0%		20.0%					3.0%		
Direction		Out	Out		In					In		
Project Traffic		222	33		328					49		
Total	**0**	**493**	**340**	**157**	**503**	**0**	**0**	**0**	**0**	**476**	**0**	**187**
Approach Total		**833**			**660**			**0**			**663**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Per Lane Volume	0	247	340	157	252	0	0	0	0	476	0	187
Right on Red			60			10			10			60
Overlaps Left			476			0			0			157
Adj. Per Lane Volume	0	247	0	157	252	0	0	0	0	476	0	0
Through/Right Volume		247			252			0			0	
Opposing Left Turns		157			0			476			0	
Critical Volume for Approach		404			252			476			0	
Critical Volume for Direction		404						476				
Intersection Critical Volume	**880**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

ORANGE BOULEVARD @ COCONUT BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.09 Current Year = 2011 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 (11/29/11)	10	221	3	291	34	43	147	351	18	3	92	397
Peak Season Volume	11	241	3	317	37	47	160	383	20	3	100	433
Bkgd (Growth + Exist)	12	272	4	358	42	53	181	431	22	4	113	488
SR-7 Diversions	0	0	0	-80	0	0	0	76	0	0	19	-320
Approved Projects	0	114	0	28	40	15	52	0	0	0	0	135
% Project Traffic		2.0%			2.0%	2.5%	2.5%					
Direction		Out			In	In	Out					
Project Traffic		34			13	17	43					
Total	**12**	**420**	**4**	**306**	**95**	**85**	**276**	**507**	**22**	**4**	**132**	**303**
Approach Total		**436**			**486**			**805**			**439**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	1	>	1	<	>	1	1
Per Lane Volume	0	436	0	0	401	85	0	805	0	0	136	303
Right on Red			10			60			10			60
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	436	0	0	401	25	0	805	0	0	136	243
Through/Right Volume		436			401			805			243	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		436			401			805			243	
Critical Volume for Direction		436						805				
Intersection Critical Volume					**1,241**							
STATUS?					**NEAR**							

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (11/29/11)	18	52	3	378	187	114	59	161	22	4	337	318
Peak Season Volume	20	57	3	412	204	124	64	175	24	4	367	347
Bkgd (Growth + Exist)	22	64	4	464	230	140	72	198	27	5	414	391
SR-7 Diversions	0	0	0	-280	0	0	0	29	0	0	67	-120
Approved Projects	0	75	0	165	154	67	29	0	0	0	0	52
% Project Traffic		2.0%			2.0%	2.5%	2.5%					
Direction		Out			In	In	Out					
Project Traffic		22			33	41	28					
Total	**22**	**161**	**4**	**349**	**417**	**248**	**129**	**227**	**27**	**5**	**481**	**323**
Approach Total		**187**			**1,014**			**383**			**809**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	1	>	1	<	>	1	1
Per Lane Volume	0	187	0	0	766	248	0	383	0	0	486	323
Right on Red			10			60			10			60
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	187	0	0	766	188	0	383	0	0	486	263
Through/Right Volume		187			766			383			486	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		187			766			383			486	
Critical Volume for Direction		766						486				
Intersection Critical Volume					**1,252**							
STATUS?					**NEAR**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

60TH STREET N @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR-7 Diversions	0	-76	76	0	-19	0	0	0	0	19	0	0
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	56	197	100	73	73	36	88	0	140	246	0	177
Total	**171**	**626**	**176**	**73**	**592**	**59**	**105**	**1**	**440**	**265**	**0**	**177**
Approach Total		**973**			**724**			**546**			**442**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	<	>	1	<	>	1	<
Per Lane Volume	0	973	0	0	724	0	0	546	0	0	442	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	973	0	0	724	0	0	546	0	0	442	0
Through/Right Volume		973			724			546			442	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		973			724			546			442	
Critical Volume for Direction		973						546				
Intersection Critical Volume					**1,519**							
STATUS?					**OVER**							

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR-7 Diversions	0	-29	29	0	-67	0	0	0	0	67	0	0
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	142	95	257	191	159	93	67	0	100	183	0	138
Total	**297**	**820**	**286**	**191**	**642**	**112**	**78**	**0**	**208**	**250**	**0**	**138**
Approach Total		**1,403**			**945**			**286**			**388**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	<	>	1	<	>	1	<
Per Lane Volume	0	1403	0	0	945	0	0	286	0	0	388	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	1403	0	0	945	0	0	286	0	0	388	0
Through/Right Volume		1403			945			286			388	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		1403			945			286			388	
Critical Volume for Direction		1403						388				
Intersection Critical Volume					**1,791**							
STATUS?					**OVER**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

60TH STREET N @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (9/11/13)	9	460	2	2	865	2	2	2	8	0	1	7
Peak Season Volume	10	492	2	2	926	2	2	2	9	0	1	7
Bkgd (Growth + Exist)	11	549	2	2	1033	2	2	2	10	0	1	8
SR-7 Diversions	0	-320	0	76	-80	0	0	76	0	0	19	19
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic	0.5%					0.5%	0.5%	9.0%	0.5%		8.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	3					3	9	154	9		54	
Total	**14**	**236**	**2**	**78**	**974**	**5**	**11**	**232**	**19**	**0**	**74**	**27**
Approach Total		**252**			**1,057**			**262**			**101**	

Critical Volume Analysis

No. of Lanes	1	1	1	>	1	1	1	1	1	1	1	1
Per Lane Volume	14	236	2	0	1052	5	11	232	19	0	74	27
Right on Red			60			60			60			60
Overlaps Left			0			11			14			0
Adj. Per Lane Volume	14	236	0	0	1052	0	11	232	0	0	74	0
Through/Right Volume		236			1052			232			74	
Opposing Left Turns		0			14			0			11	
Critical Volume for Approach		236			1066			232			85	
Critical Volume for Direction		1066						232				
Intersection Critical Volume	**1,298**											
STATUS?	**NEAR**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (9/11/13)	14	753	3	3	568	3	2	0	4	0	2	7
Peak Season Volume	15	806	3	3	608	3	2	0	4	0	2	7
Bkgd (Growth + Exist)	17	899	4	4	678	4	2	0	5	0	2	8
SR-7 Diversions	0	-120	0	29	-280	0	0	29	0	0	67	67
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic	0.5%					0.5%	0.5%	9.0%	0.5%		8.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	8					8	6	100	6		131	
Total	**25**	**800**	**4**	**33**	**410**	**12**	**8**	**129**	**11**	**0**	**200**	**75**
Approach Total		**829**			**455**			**148**			**275**	

Critical Volume Analysis

No. of Lanes	1	1	1	>	1	1	1	1	1	1	1	1
Per Lane Volume	25	800	4	0	443	12	8	129	11	0	200	75
Right on Red			60			60			60			60
Overlaps Left			0			8			25			0
Adj. Per Lane Volume	25	800	0	0	443	0	8	129	0	0	200	15
Through/Right Volume		800			443			129			200	
Opposing Left Turns		0			25			0			8	
Critical Volume for Approach		800			468			129			208	
Critical Volume for Direction		800						208				
Intersection Critical Volume	**1,008**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

60TH STREET N @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Bkgd (Growth + Exist)	0	0	0	0	0	0	0	0	0	0	0	0
SR-7 Diversions	0		320	0	0	0	0	152	0	80	38	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	5.0%		1.0%					3.0%	5.0%	1.0%	3.0%	
Direction	In		Out					Out	Out	In	In	
Project Traffic	34		17					51	86	7	20	
Total	**34**	**0**	**337**	**0**	**0**	**0**	**0**	**203**	**86**	**87**	**58**	**0**
Approach Total		**371**			**0**			**289**			**145**	

Critical Volume Analysis

No. of Lanes	1	0	2	0	0	0	0	2	<	1	1	0
Per Lane Volume	34	0	169	0	0	0	0	145	0	87	58	0
Right on Red			60			10			10			10
Overlaps Left			87			0			34			0
Adj. Per Lane Volume	34	0	22	0	0	0	0	145	0	87	58	0
Through/Right Volume		22			0			145			58	
Opposing Left Turns		0			34			87			0	
Critical Volume for Approach		22			34			232			58	
Critical Volume for Direction		34						232				
Intersection Critical Volume					**266**							
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	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Bkgd (Growth + Exist)	0	0	0	0	0	0	0	0	0	0	0	0
SR-7 Diversions	0	0	120	0	0	0	0	57	0	280	133	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	5.0%		1.0%					3.0%	5.0%	1.0%	3.0%	
Direction	In		Out					Out	Out	In	In	
Project Traffic	82		11					33	56	16	49	
Total	**82**	**0**	**131**	**0**	**0**	**0**	**0**	**90**	**56**	**296**	**182**	**0**
Approach Total		**213**			**0**			**146**			**478**	

Critical Volume Analysis

No. of Lanes	1	0	2	0	0	0	0	2	<	1	1	0
Per Lane Volume	82	0	66	0	0	0	0	73	0	296	182	0
Right on Red			60			10			10			10
Overlaps Left			296			0			82			0
Adj. Per Lane Volume	82	0	0	0	0	0	0	73	0	296	182	0
Through/Right Volume		0			0			73			182	
Opposing Left Turns		0			82			296			0	
Critical Volume for Approach		0			82			369			182	
Critical Volume for Direction		82						369				
Intersection Critical Volume					**451**							
STATUS?					**UNDER**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

PERSIMMON BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	201	0	0	113	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	29	140	87	67	369	22	53	0	70	211	0	160
Total	**29**	**999**	**98**	**67**	**1,351**	**22**	**53**	**0**	**70**	**212**	**0**	**164**
Approach Total		**1,126**			**1,440**			**123**			**376**	

Critical Volume Analysis

No. of Lanes	1	1	<	1	1	1	1	0	1	1	0	1
Per Lane Volume	29	1097	0	67	1351	22	53	0	70	212	0	164
Right on Red			10			60			60			60
Overlaps Left			212			53			29			67
Adj. Per Lane Volume	29	1097	0	67	1351	0	53	0	0	212	0	37
Through/Right Volume		1097			1351			0			37	
Opposing Left Turns		67			29			212			53	
Critical Volume for Approach		1164			1380			212			90	
Critical Volume for Direction		1380						212				
Intersection Critical Volume	**1,592**											
STATUS?	**OVER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	166	0	0	222	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	76	324	224	175	208	59	44	0	55	160	0	127
Total	**76**	**1,253**	**272**	**181**	**1,025**	**59**	**44**	**0**	**55**	**198**	**0**	**143**
Approach Total		**1,601**			**1,265**			**99**			**341**	

Critical Volume Analysis

No. of Lanes	1	1	<	1	1	1	1	0	1	1	0	1
Per Lane Volume	76	1525	0	181	1025	59	44	0	55	198	0	143
Right on Red			10			60			60			60
Overlaps Left			198			44			76			181
Adj. Per Lane Volume	76	1525	0	181	1025	0	44	0	0	198	0	0
Through/Right Volume		1525			1025			0			0	
Opposing Left Turns		181			76			198			44	
Critical Volume for Approach		1706			1101			198			44	
Critical Volume for Direction		1706						198				
Intersection Critical Volume	**1,904**											
STATUS?	**OVER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

PERSIMMON BOULEVARD @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2012 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 (2/27/12)	57	302	7	626	346	6	4	304	133	12	50	72
Peak Season Volume	57	302	7	626	346	6	4	304	133	12	50	72
Bkgd (Growth + Exist)	64	339	8	702	388	7	4	341	149	13	56	81
SR-7 Diversions	0	-320	0	0	-80	0	0	0	0	0	0	0
Approved Projects	0	7	1	5	21	0	0	3	0	3	8	14
% Project Traffic	2.0%							10.0%	2.0%		10.0%	
Direction	In							Out	Out		In	
Project Traffic	13							171	34		67	
Total	**77**	**26**	**9**	**707**	**329**	**7**	**4**	**515**	**183**	**16**	**131**	**95**
Approach Total		**112**			**1,043**			**702**			**242**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	<	1	1	1	1	1	1
Per Lane Volume	77	17	0	707	168	0	4	515	183	16	131	95
Right on Red			10			10			60			60
Overlaps Left			16			4			77			707
Adj. Per Lane Volume	77	17	0	707	168	0	4	515	46	16	131	0
Through/Right Volume		17			168			515			131	
Opposing Left Turns		707			77			16			4	
Critical Volume for Approach		724			245			531			136	
Critical Volume for Direction		724						531				
Intersection Critical Volume	**1,255**											
STATUS?	**NEAR**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2/27/12)	133	444	10	150	424	4	4	79	80	17	219	369
Peak Season Volume	133	444	10	150	424	4	4	79	80	17	219	369
Bkgd (Growth + Exist)	149	498	11	168	476	4	4	89	90	19	246	414
SR-7 Diversions	0	-120	0	0	-280	0	0	0	0	0	0	0
Approved Projects	0	21	3	14	12	0	0	8	0	2	5	8
% Project Traffic	2.0%							10.0%	2.0%		10.0%	
Direction	In							Out	Out		In	
Project Traffic	33							111	22		164	
Total	**182**	**399**	**14**	**182**	**208**	**4**	**4**	**208**	**112**	**21**	**415**	**422**
Approach Total		**595**			**394**			**324**			**858**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	<	1	1	1	1	1	1
Per Lane Volume	182	207	0	182	106	0	4	208	112	21	415	422
Right on Red			10			10			60			60
Overlaps Left			21			4			182			182
Adj. Per Lane Volume	182	207	0	182	106	0	4	208	0	21	415	180
Through/Right Volume		207			106			208			415	
Opposing Left Turns		182			182			21			4	
Critical Volume for Approach		389			288			229			419	
Critical Volume for Direction		389						419				
Intersection Critical Volume	**808**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

PERSIMMON BOULEVARD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (2013)	162	0	0	0	0	0	0	0	455	0	0	0
Peak Season Volume	162	0	0	0	0	0	0	0	455	0	0	0
Bkgd (Growth + Exist)	181	0	0	0	0	0	0	0	508	0	0	0
SR-7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
Approved Projects	15	0	0	0	0	0	0	0	6	0	0	0
% Project Traffic	8.5%	5.0%			5.0%	1.0%	1.0%		8.5%			
Direction	In	In			Out	In	Out		Out			
Project Traffic	57	34			86	7	17		146			
Total	**253**	**354**	**0**	**0**	**166**	**7**	**17**	**0**	**660**	**0**	**0**	**0**
Approach Total	**607**			**173**			**677**			**0**		

Critical Volume Analysis

No. of Lanes	1	2	0	0	2	<	1	0	1	0	0	0
Per Lane Volume	253	177	0	0	87	0	17	0	660	0	0	0
Right on Red			10			10			60			10
Overlaps Left			0			17			253			0
Adj. Per Lane Volume	253	177	0	0	87	0	17	0	347	0	0	0
Through/Right Volume	177			87			347			0		
Opposing Left Turns	0			253			0			17		
Critical Volume for Approach	177			340			347			17		
Critical Volume for Direction	340						347					
Intersection Critical Volume	**687**											
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 (2013)	363	0	0	0	0	0	0	0	255	0	0	0
Peak Season Volume	363	0	0	0	0	0	0	0	255	0	0	0
Bkgd (Growth + Exist)	405	0	0	0	0	0	0	0	285	0	0	0
SR-7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
Approved Projects	10	0	0	0	0	0	0	0	16	0	0	0
% Project Traffic	8.5%	5.0%			5.0%	1.0%	1.0%		8.5%			
Direction	In	In			Out	In	Out		Out			
Project Traffic	140	82			56	16	11		95			
Total	**555**	**202**	**0**	**0**	**336**	**16**	**11**	**0**	**396**	**0**	**0**	**0**
Approach Total	**757**			**352**			**407**			**0**		

Critical Volume Analysis

No. of Lanes	1	2	0	0	2	<	1	0	1	0	0	0
Per Lane Volume	555	101	0	0	176	0	11	0	396	0	0	0
Right on Red			10			10			60			10
Overlaps Left			0			11			555			0
Adj. Per Lane Volume	555	101	0	0	176	0	11	0	0	0	0	0
Through/Right Volume	101			176			0			0		
Opposing Left Turns	0			555			0			11		
Critical Volume for Approach	101			731			0			11		
Critical Volume for Direction	731						11					
Intersection Critical Volume	**742**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

ORANGE GROVE BOULEVARD @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.09 Current Year = 2011 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 (11/29/11)	24	369	33	71	429	0	3	189	79	15	28	18
Peak Season Volume	26	402	36	77	468	0	3	206	86	16	31	20
Bkgd (Growth + Exist)	29	453	41	87	527	0	4	232	97	18	34	22
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic	1.5%	2.0%			2.0%			4.0%	1.5%		4.0%	
Direction	In	In			Out			Out	Out		In	
Project Traffic	10	13			34			68	26		27	
Total	**39**	**473**	**41**	**87**	**582**	**0**	**4**	**300**	**123**	**18**	**61**	**22**
Approach Total		**553**			**669**			**427**			**101**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Per Lane Volume	39	257	0	87	291	0	4	423	0	18	83	0
Right on Red			10			10			10			10
Overlaps Left			18			4			39			87
Adj. Per Lane Volume	39	257	0	87	291	0	4	423	0	18	83	0
Through/Right Volume		257			291			423			83	
Opposing Left Turns		87			39			18			4	
Critical Volume for Approach		344			330			441			86	
Critical Volume for Direction		344						441				
Intersection Critical Volume					**785**							
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 (11/29/11)	111	526	30	49	513	3	2	66	75	35	150	46
Peak Season Volume	121	573	33	53	559	3	2	72	82	38	164	50
Bkgd (Growth + Exist)	136	646	37	60	630	4	2	81	92	43	184	57
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic	1.5%	2.0%			2.0%			4.0%	1.5%		4.0%	
Direction	In	In			Out			Out	Out		In	
Project Traffic	25	33			22			44	17		66	
Total	**161**	**700**	**37**	**60**	**664**	**4**	**2**	**125**	**109**	**43**	**250**	**57**
Approach Total		**898**			**728**			**236**			**350**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	<	1	1	<	1	1	<
Per Lane Volume	161	369	0	60	334	0	2	234	0	43	307	0
Right on Red			10			10			10			10
Overlaps Left			43			2			161			60
Adj. Per Lane Volume	161	369	0	60	334	0	2	234	0	43	307	0
Through/Right Volume		369			334			234			307	
Opposing Left Turns		60			161			43			2	
Critical Volume for Approach		429			495			277			309	
Critical Volume for Direction		495						309				
Intersection Critical Volume					**804**							
STATUS?					**UNDER**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

ORANGE GROVE BOULEVARD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2011 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 (2011)	63	0	0	0	0	0	0	0	305	0	0	0
Peak Season Volume	63	0	0	0	0	0	0	0	305	0	0	0
Bkgd (Growth + Exist)	71	0	0	0	0	0	0	0	344	0	0	0
SR-7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	3.5%	13.5%			13.5%				3.5%			
Direction	In	In			Out				Out			
Project Traffic	24	91			231				60			
Total	**95**	**411**	**0**	**0**	**311**	**0**	**0**	**0**	**404**	**0**	**0**	**0**
Approach Total		**506**			**311**			**404**			**0**	

Critical Volume Analysis

No. of Lanes	1	2	0	0	2	<	1	0	1	0	0	0
Per Lane Volume	95	206	0	0	156	0	0	0	404	0	0	0
Right on Red			10			10			60			10
Overlaps Left			0			0			95			0
Adj. Per Lane Volume	95	206	0	0	156	0	0	0	249	0	0	0
Through/Right Volume		206			156			249			0	
Opposing Left Turns		0			95			0			0	
Critical Volume for Approach		206			251			249			0	
Critical Volume for Direction		251						249				
Intersection Critical Volume	**500**											
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 (2011)	240	0	0	0	0	0	0	0	151	0	0	0
Peak Season Volume	240	0	0	0	0	0	0	0	151	0	0	0
Bkgd (Growth + Exist)	271	0	0	0	0	0	0	0	170	0	0	0
SR-7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic	3.5%	13.5%			13.5%				3.5%			
Direction	In	In			Out				Out			
Project Traffic	57	222			150				39			
Total	**328**	**342**	**0**	**0**	**430**	**0**	**0**	**0**	**209**	**0**	**0**	**0**
Approach Total		**670**			**430**			**209**			**0**	

Critical Volume Analysis

No. of Lanes	1	2	0	0	2	<	1	0	1	0	0	0
Per Lane Volume	328	171	0	0	215	0	0	0	209	0	0	0
Right on Red			10			10			60			10
Overlaps Left			0			0			328			0
Adj. Per Lane Volume	328	171	0	0	215	0	0	0	0	0	0	0
Through/Right Volume		171			215			0			0	
Opposing Left Turns		0			328			0			0	
Critical Volume for Approach		171			543			0			0	
Critical Volume for Direction		543						0				
Intersection Critical Volume	**543**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

ROEBUCK ROAD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2023 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
2023 PBC Projected Volumes (2023)	0	192	501	327	875	0	0	0	0	358	0	50
Peak Season Volume	0	192	501	327	875	0	0	0	0	358	0	50
Bkgd (Growth + Exist)	0	204	532	347	929	0	0	0	0	380	0	53
SR-7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic		13.5%		3.0%	13.5%							3.0%
Direction		In		Out	Out							In
Project Traffic		91		51	231							20
Total	**0**	**615**	**532**	**398**	**1,240**	**0**	**0**	**0**	**0**	**380**	**0**	**73**
Approach Total		**1,147**			**1,638**			**0**			**453**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Per Lane Volume	0	307	532	398	620	0	0	0	0	190	0	37
Right on Red			60			10			10			60
Overlaps Left			190			0			0			398
Adj. Per Lane Volume	0	307	282	398	620	0	0	0	0	190	0	0
Through/Right Volume		307			620			0			0	
Opposing Left Turns		398			0			190			0	
Critical Volume for Approach		705			620			190			0	
Critical Volume for Direction		705						190				
Intersection Critical Volume	**895**											
STATUS?	**UNDER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2023 PBC Projected Volumes (2023)	0	864	258	77	440	0	0	0	0	561	0	330
Peak Season Volume	0	864	258	77	440	0	0	0	0	561	0	330
Bkgd (Growth + Exist)	0	917	274	82	467	0	0	0	0	596	0	350
SR-7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic		13.5%		3.0%	14.0%							3.0%
Direction		In		Out	Out							In
Project Traffic		222		33	156							49
Total	**0**	**1,259**	**274**	**115**	**903**	**0**	**0**	**0**	**0**	**596**	**0**	**399**
Approach Total		**1,533**			**1,018**			**0**			**995**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Per Lane Volume	0	630	274	115	452	0	0	0	0	298	0	200
Right on Red			60			10			10			60
Overlaps Left			298			0			0			115
Adj. Per Lane Volume	0	630	0	115	452	0	0	0	0	298	0	25
Through/Right Volume		630			452			0			25	
Opposing Left Turns		115			0			298			0	
Critical Volume for Approach		745			452			298			25	
Critical Volume for Direction		745						298				
Intersection Critical Volume	**1,043**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.04 Current Year = 2012 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 (4/26/12)	10	183	55	329	610	4	10	108	92	78	18	214
Peak Season Volume	10	190	57	342	634	4	10	112	96	81	19	223
Bkgd (Growth + Exist)	12	213	64	384	712	5	12	126	107	91	21	250
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	30	7	4	41	0	0	0	0	7	0	2
% Project Traffic		22.0%		10.0%	22.0%							10.0%
Direction		In		Out	Out							In
Project Traffic		148		171	377							67
Total	**12**	**391**	**71**	**559**	**1,130**	**5**	**12**	**126**	**107**	**98**	**21**	**319**
Approach Total		**474**			**1,694**			**245**			**438**	

Critical Volume Analysis

No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Per Lane Volume	12	196	71	279	565	5	12	126	107	98	21	159
Right on Red			60			60			60			60
Overlaps Left			98			12			12			279
Adj. Per Lane Volume	12	196	0	279	565	0	12	126	35	98	21	0
Through/Right Volume		196			565			126			21	
Opposing Left Turns		279			12			98			12	
Critical Volume for Approach		475			577			224			33	
Critical Volume for Direction		577						224				
Intersection Critical Volume	**801**											
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 (4/26/12)	60	554	63	205	302	13	2	33	29	67	76	304
Peak Season Volume	62	576	66	213	314	14	2	34	30	70	79	316
Bkgd (Growth + Exist)	70	646	73	239	352	15	2	38	34	78	89	355
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	103	12	9	90	0	0	0	0	12	0	10
% Project Traffic		22.0%		10.0%	22.0%							10.0%
Direction		In		Out	Out							In
Project Traffic		361		111	245							164
Total	**70**	**1,110**	**85**	**359**	**687**	**15**	**2**	**38**	**34**	**90**	**89**	**529**
Approach Total		**1,265**			**1,061**			**74**			**708**	

Critical Volume Analysis

No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Per Lane Volume	70	555	85	180	344	15	2	38	34	90	89	264
Right on Red			60			60			60			60
Overlaps Left			90			2			70			180
Adj. Per Lane Volume	70	555	0	180	344	0	2	38	0	90	89	25
Through/Right Volume		555			344			38			89	
Opposing Left Turns		180			70			90			2	
Critical Volume for Approach		735			414			128			91	
Critical Volume for Direction		735						128				
Intersection Critical Volume	**863**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2012 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 (2/21/12)	79	201	210	523	352	208	184	1,266	81	126	578	226
Peak Season Volume	79	201	210	523	352	208	184	1266	81	126	578	226
Bkgd (Growth + Exist)	89	225	236	587	395	233	206	1420	91	141	648	253
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	3	3	10	18	3	0	0	67	3	18	104	24
% Project Traffic								8.0%			8.0%	
Direction								Out			In	
Project Traffic								137			54	
Total	**92**	**228**	**246**	**605**	**398**	**233**	**206**	**1,624**	**94**	**159**	**806**	**277**
Approach Total		**566**			**1,236**			**1,924**			**1,242**	

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Per Lane Volume	92	114	246	202	398	233	103	541	94	80	403	139
Right on Red			60			60			60			60
Overlaps Left			80			103			92			202
Adj. Per Lane Volume	92	114	106	202	398	70	103	541	0	80	403	0
Through/Right Volume		114			398			541			403	
Opposing Left Turns		202			92			80			103	
Critical Volume for Approach		316			490			621			506	
Critical Volume for Direction		490						621				
Intersection Critical Volume						**1,111**						
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 (2/21/12)	186	436	144	445	328	178	255	691	60	214	1,296	479
Peak Season Volume	186	436	144	445	328	178	255	691	60	214	1296	479
Bkgd (Growth + Exist)	209	489	162	499	368	200	286	775	67	240	1454	537
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	5	5	27	41	5	0	0	171	5	22	156	38
% Project Traffic								8.0%			8.0%	
Direction								Out			In	
Project Traffic								89			131	
Total	**214**	**494**	**189**	**540**	**373**	**200**	**286**	**1,035**	**72**	**262**	**1,741**	**575**
Approach Total		**897**			**1,113**			**1,393**			**2,578**	

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Per Lane Volume	214	247	189	180	373	200	143	345	72	131	870	288
Right on Red			60			60			60			60
Overlaps Left			131			143			214			180
Adj. Per Lane Volume	214	247	0	180	373	0	143	345	0	131	870	48
Through/Right Volume		247			373			345			870	
Opposing Left Turns		180			214			131			143	
Critical Volume for Approach		427			587			476			1013	
Critical Volume for Direction		587						1013				
Intersection Critical Volume						**1,600**						
STATUS?						**OVER**						

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - ALL ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ SR 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/29/13)	354	193	419	648	667	16	41	2,172	463	469	688	113
Peak Season Volume	354	193	419	648	667	16	41	2172	463	469	688	113
Bkgd (Growth + Exist)	395	215	468	723	744	18	46	2424	517	523	768	126
Roebuck Diversions	0	60	-60	-327	129	229	441	-441	0	-129	-229	-50
SR-7 Diversions	-80	80	0	60	20	0	0	-60	-20	0	-240	240
Approved Projects	47	28	94	31	47	0	0	180	81	80	102	21
% Project Traffic	1.0%	5.5%		7.0%	5.5%			6.5%	1.0%		6.5%	7.0%
Direction	In	In		Out	Out			Out	Out		In	In
Project Traffic	7	37		120	94			111	17		44	47
Total	**369**	**420**	**502**	**607**	**1,034**	**247**	**487**	**2,214**	**595**	**474**	**445**	**384**
Approach Total		**1,291**			**1,888**			**3,296**			**1,303**	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Per Lane Volume	123	210	251	304	345	247	243	553	297	158	111	384
Right on Red			60			60			60			60
Overlaps Left			158			243			123			304
Adj. Per Lane Volume	123	210	33	304	345	0	243	553	114	158	111	20
Through/Right Volume		210			345			553			111	
Opposing Left Turns		304			123			158			243	
Critical Volume for Approach		514			468			711			354	
Critical Volume for Direction		514						711				
Intersection Critical Volume	**1,225**											
STATUS?	**NEAR**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (1/29/13)	899	717	333	195	328	28	91	907	567	683	1,774	469
Peak Season Volume	899	717	333	195	328	28	91	907	567	683	1774	469
Bkgd (Growth + Exist)	1003	800	372	218	366	31	102	1012	633	762	1980	523
Roebuck Diversions	0	64	-64	-77	141	421	441	-441	0	-141	-421	-330
SR-7 Diversions	-30	30	0	210	70	0	0	-210	-70	0	-90	90
Approved Projects	118	78	125	62	64	0	0	269	92	141	331	69
% Project Traffic	1.0%	5.5%		7.0%	5.5%			6.5%	1.0%		6.5%	7.0%
Direction	In	In		Out	Out			Out	Out		In	In
Project Traffic	16	90		78	61			72	11		107	115
Total	**1,107**	**1,062**	**433**	**491**	**702**	**452**	**543**	**702**	**666**	**762**	**1,907**	**797**
Approach Total		**2,602**			**1,645**			**1,910**			**3,466**	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Per Lane Volume	369	531	216	245	234	452	271	176	333	254	477	797
Right on Red			60			60			60			60
Overlaps Left			254			271			369			245
Adj. Per Lane Volume	369	531	0	245	234	121	271	176	0	254	477	492
Through/Right Volume		531			234			176			492	
Opposing Left Turns		245			369			254			271	
Critical Volume for Approach		776			603			430			763	
Critical Volume for Direction		776						763				
Intersection Critical Volume	**1,539**											
STATUS?	**OVER**											

APPENDIX D

RESTRICTED ACCESS TRAFFIC ANALYSIS

TABLE D-1
AM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 673	PROJECT DIST.	TRIPS 1,712	
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	0.0%	0	25.0%	428	428
			WB	1,960	25.0%	168	0.0%	0	168
	Hall Blvd to 140th Ave	4LD	EB	1,960	0.0%	0	25.0%	428	428
			WB	1,960	25.0%	168	0.0%	0	168
	140th Ave to Coconut Blvd	4LD	EB	1,960	0.0%	0	24.5%	419	419
			WB	1,960	24.5%	165	0.0%	0	165
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	0.0%	0	24.0%	411	411
			WB	1,960	24.0%	162	0.0%	0	162
	Ibis Blvd to SR-7	4LD	EB	1,960	0.0%	0	24.0%	411	411
			WB	1,960	24.0%	162	0.0%	0	162
	SR-7 to Beeline Hwy	4LD	EB	3,320	0.0%	0	22.5%	385	385
			WB	3,320	22.5%	151	0.0%	0	151
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	0.0%	0	15.0%	257	257
			WB	2,940	15.0%	101	0.0%	0	101
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	0.0%	0	7.5%	128	128
			WB	880	7.5%	50	0.0%	0	50
	Hall Blvd to 140th Ave	2L	EB	880	0.0%	0	6.5%	111	111
			WB	880	6.5%	44	0.0%	0	44
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	6.5%	111	111
			WB	880	6.5%	44	0.0%	0	44
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	3.0%	51	51
			WB	880	3.0%	20	0.0%	0	20
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.5%	9	9
			WB	880	0.5%	3	0.0%	0	3
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	0.0%	0	22.0%	377	377
			WB	1,140	22.0%	148	0.0%	0	148
	B Rd to 140th Ave	2L	EB	1,140	0.0%	0	21.5%	368	368
			WB	1,140	21.5%	145	0.0%	0	145
	140th Ave to Folsom Rd	2L	EB	880	0.0%	0	21.0%	360	360
			WB	880	21.0%	141	0.0%	0	141
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	0.0%	0	20.5%	351	351
			WB	1,770	20.5%	138	0.0%	0	138
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	0.0%	0	19.0%	325	325
			WB	1,770	19.0%	128	0.0%	0	128
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	0.0%	0	16.0%	274	274
			WB	2,680	16.0%	108	0.0%	0	108
	Wildcat Way to SR-7	8LD	EB	3,590	0.0%	0	15.5%	265	265
			WB	3,590	15.5%	104	0.0%	0	104
	SR-7 to Sansbury's Way	8LD	EB	3,940	0.0%	0	12.5%	214	214
			WB	3,940	12.5%	84	0.0%	0	84

TABLE D-1
AM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 673	PROJECT DIST.	TRIPS 1,712	
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	32.0%	215	0.0%	0	215
			SB	1,960	0.0%	0	32.0%	548	548
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	55.0%	370	0.0%	0	370
			SB	1,960	0.0%	0	55.0%	942	942
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	60.0%	404	0.0%	0	404
			SB	1,960	0.0%	0	60.0%	1,027	1027
	Persimmon Blvd to 60th Street	2L	NB	810	0.0%	0	45.0%	770	770
			SB	810	45.0%	303	0.0%	0	303
	60th Street to Orange Blvd	4LD	NB	1,960	0.0%	0	40.0%	685	685
			SB	1,960	40.0%	269	0.0%	0	269
	Orange Blvd to Temple Blvd	4LD	NB	1,960	0.0%	0	28.5%	488	488
			SB	1,960	28.5%	192	0.0%	0	192
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	0.0%	0	25.5%	437	437
			SB	1,960	25.5%	172	0.0%	0	172
	Northlake Blvd to North	2L	NB	1,140	0.0%	0	0.5%	9	9
			SB	1,140	0.5%	3	0.0%	0	3
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	Persimmon Blvd to 60th St	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	60th St to Orange Blvd	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	Orange Blvd to Temple Blvd	2L	NB	880	0.0%	0	0.5%	9	9
			SB	880	0.5%	3	0.0%	0	3
	Temple Blvd to Northlake Blvd	2L	NB	880	0.0%	0	0.5%	9	9
			SB	880	0.5%	3	0.0%	0	3
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	0.0%	0	2.5%	43	43
			SB	1,960	2.5%	17	0.0%	0	17
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	0.0%	0	1.0%	17	17
			SB	1,960	1.0%	7	0.0%	0	7
	Persimmon Blvd to 60th St	2L	NB	880	1.0%	7	0.0%	0	7
			SB	880	0.0%	0	1.0%	17	17
	60th St to Orange Blvd	2L	NB	880	2.0%	13	0.0%	0	13
			SB	880	0.0%	0	2.0%	34	34
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	1.0%	7	0.0%	0	7
			SB	2,680	0.0%	0	1.0%	17	17
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	0.0%	0	2.0%	34	34
			SB	1,960	2.0%	13	0.0%	0	13
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	0.0%	0	1.0%	17	17
			SB	3,320	1.0%	7	0.0%	0	7
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	0.0%	0	0.5%	9	9
			SB	3,320	0.5%	3	0.0%	0	3
	Persimmon Blvd to 60th St	4LD	NB	3,320	0.0%	0	0.0%	0	0
			SB	3,320	0.0%	0	0.0%	0	0
	60th St to Northlake Blvd	4LD	NB	3,320	0.0%	0	0.0%	0	0
			SB	3,320	0.0%	0	0.0%	0	0
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	0.0%	0	4.5%	77	77
			WB	1,960	4.5%	30	0.0%	0	30

TABLE D-2
PM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 1,642	PROJECT DIST.	TRIPS 1,112	
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	0.0%	0	25.0%	278	278
			WB	1,960	25.0%	411	0.0%	0	411
	Hall Blvd to 140th Ave	4LD	EB	1,960	0.0%	0	25.0%	278	278
			WB	1,960	25.0%	411	0.0%	0	411
	140th Ave to Coconut Blvd	4LD	EB	1,960	0.0%	0	24.5%	272	272
			WB	1,960	24.5%	402	0.0%	0	402
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	0.0%	0	24.0%	267	267
			WB	1,960	24.0%	394	0.0%	0	394
	Ibis Blvd to SR-7	4LD	EB	1,960	0.0%	0	24.0%	267	267
			WB	1,960	24.0%	394	0.0%	0	394
	SR-7 to Beeline Hwy	4LD	EB	3,320	0.0%	0	22.5%	250	250
			WB	3,320	22.5%	369	0.0%	0	369
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	0.0%	0	15.0%	167	167
			WB	2,940	15.0%	246	0.0%	0	246
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	0.0%	0	7.5%	83	83
			WB	880	7.5%	123	0.0%	0	123
	Hall Blvd to 140th Ave	2L	EB	880	0.0%	0	6.5%	72	72
			WB	880	6.5%	107	0.0%	0	107
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	6.5%	72	72
			WB	880	6.5%	107	0.0%	0	107
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	3.0%	33	33
			WB	880	3.0%	49	0.0%	0	49
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.5%	6	6
			WB	880	0.5%	8	0.0%	0	8
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Avocado Blvd to Coconut Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
	Royal Palm Beach Blvd to SR-7	2L	EB	880	0.0%	0	0.0%	0	0
			WB	880	0.0%	0	0.0%	0	0
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	0.0%	0	22.0%	245	245
			WB	1,140	22.0%	361	0.0%	0	361
	B Rd to 140th Ave	2L	EB	1,140	0.0%	0	21.5%	239	239
			WB	1,140	21.5%	353	0.0%	0	353
	140th Ave to Folsom Rd	2L	EB	880	0.0%	0	21.0%	234	234
			WB	880	21.0%	345	0.0%	0	345
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	0.0%	0	20.5%	228	228
			WB	1,770	20.5%	337	0.0%	0	337
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	0.0%	0	19.0%	211	211
			WB	1,770	19.0%	312	0.0%	0	312
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	0.0%	0	16.0%	178	178
			WB	2,680	16.0%	263	0.0%	0	263
	Wildcat Way to SR-7	8LD	EB	3,590	0.0%	0	15.5%	172	172
			WB	3,590	15.5%	255	0.0%	0	255
	SR-7 to Sansbury's Way	8LD	EB	3,940	0.0%	0	12.5%	139	139
			WB	3,940	12.5%	205	0.0%	0	205

TABLE D-2
PM PEAK HOUR PROJECT ASSIGNMENT
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS
					PROJECT DIST.	TRIPS 1,642	PROJECT DIST.	TRIPS 1,112	
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	32.0%	525	0.0%	0	525
			SB	1,960	0.0%	0	32.0%	356	356
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	55.0%	903	0.0%	0	903
			SB	1,960	0.0%	0	55.0%	612	612
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	60.0%	985	0.0%	0	985
			SB	1,960	0.0%	0	60.0%	667	667
	Persimmon Blvd to 60th Street	2L	NB	810	0.0%	0	45.0%	500	500
			SB	810	45.0%	739	0.0%	0	739
	60th Street to Orange Blvd	4LD	NB	1,960	0.0%	0	40.0%	445	445
			SB	1,960	40.0%	657	0.0%	0	657
	Orange Blvd to Temple Blvd	4LD	NB	1,960	0.0%	0	28.5%	317	317
			SB	1,960	28.5%	468	0.0%	0	468
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	0.0%	0	25.5%	284	284
			SB	1,960	25.5%	419	0.0%	0	419
	Northlake Blvd to North	2L	NB	1,140	0.0%	0	0.5%	6	6
			SB	1,140	0.5%	8	0.0%	0	8
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	Persimmon Blvd to 60th St	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	60th St to Orange Blvd	2L	NB	880	0.0%	0	0.0%	0	0
			SB	880	0.0%	0	0.0%	0	0
	Orange Blvd to Temple Blvd	2L	NB	880	0.0%	0	0.5%	6	6
			SB	880	0.5%	8	0.0%	0	8
	Temple Blvd to Northlake Blvd	2L	NB	880	0.0%	0	0.5%	6	6
			SB	880	0.5%	8	0.0%	0	8
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	0.0%	0	2.5%	28	28
			SB	1,960	2.5%	41	0.0%	0	41
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	0.0%	0	1.0%	11	11
			SB	1,960	1.0%	16	0.0%	0	16
	Persimmon Blvd to 60th St	2L	NB	880	1.0%	16	0.0%	0	16
			SB	880	0.0%	0	1.0%	11	11
	60th St to Orange Blvd	2L	NB	880	2.0%	33	0.0%	0	33
			SB	880	0.0%	0	2.0%	22	22
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	1.0%	16	0.0%	0	16
			SB	2,680	0.0%	0	1.0%	11	11
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	0.0%	0	2.0%	22	22
			SB	1,960	2.0%	33	0.0%	0	33
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	0.0%	0	1.0%	11	11
			SB	3,320	1.0%	16	0.0%	0	16
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	0.0%	0	0.5%	6	6
			SB	3,320	0.5%	8	0.0%	0	8
	Persimmon Blvd to 60th St	4LD	NB	3,320	0.0%	0	0.0%	0	0
			SB	3,320	0.0%	0	0.0%	0	0
	60th St to Northlake Blvd	4LD	NB	3,320	0.0%	0	0.0%	0	0
			SB	3,320	0.0%	0	0.0%	0	0
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	0.0%	0	4.5%	50	50
			WB	1,960	4.5%	74	0.0%	0	74

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE D-3
AM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	1,057	Yes	428	1,485	Yes		
			WB	1,960	318	Yes	168	486	Yes		
	Hall Blvd to 140th Ave	4LD	EB	1,960	1,057	Yes	428	1,485	Yes		
			WB	1,960	318	Yes	168	486	Yes		
	140th Ave to Coconut Blvd	4LD	EB	1,960	1,754	Yes	419	2,173	No	6LD	2,940
			WB	1,960	448	Yes	165	613	Yes		
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	2,982	No	411	3,393	No	8LD	3,940
			WB	1,960	562	Yes	162	724	Yes		
	Ibis Blvd to SR-7	4LD	EB	1,960	3,206	No	411	3,617	No	8LD	3,940
			WB	1,960	708	Yes	162	870	Yes		
	SR-7 to Beeline Hwy	4LD	EB	3,320	3,678	No	385	4,063	No	6LD	4,980
			WB	3,320	826	Yes	151	977	Yes		
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	1,667	Yes	257	1,924	Yes		
			WB	2,940	889	Yes	101	990	Yes		
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	503	Yes	128	631	Yes		
			WB	880	342	Yes	50	392	Yes		
	Hall Blvd to 140th Ave	2L	EB	880	480	Yes	111	591	Yes		
			WB	880	325	Yes	44	369	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	684	Yes	111	795	Yes		
			WB	880	251	Yes	44	295	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	684	Yes	51	735	Yes		
			WB	880	251	Yes	20	271	Yes		
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	91	Yes	0	91	Yes		
			WB	880	34	Yes	0	34	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	91	Yes	0	91	Yes		
			WB	880	34	Yes	0	34	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	91	Yes	0	91	Yes		
			WB	880	34	Yes	0	34	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	91	Yes	0	91	Yes		
			WB	880	34	Yes	0	34	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	159	Yes	9	168	Yes		
			WB	880	48	Yes	3	51	Yes		
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	301	Yes	0	301	Yes		
			WB	880	164	Yes	0	164	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	301	Yes	0	301	Yes		
			WB	880	164	Yes	0	164	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	497	Yes	0	497	Yes		
			WB	880	132	Yes	0	132	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	514	Yes	0	514	Yes		
			WB	880	196	Yes	0	196	Yes		
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	197	Yes	0	197	Yes		
			WB	880	58	Yes	0	58	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	197	Yes	0	197	Yes		
			WB	880	58	Yes	0	58	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	318	Yes	0	318	Yes		
			WB	880	61	Yes	0	61	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	344	Yes	0	344	Yes		
			WB	880	71	Yes	0	71	Yes		
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	638	Yes	377	1,015	Yes		
			WB	1,140	421	Yes	148	569	Yes		
	B Rd to 140th Ave	2L	EB	1,140	627	Yes	368	995	Yes		
			WB	1,140	416	Yes	145	561	Yes		
	140th Ave to Folsom Rd	2L	EB	880	916	No	360	1,276	No	4LD	1,960
			WB	880	557	Yes	141	698	Yes		
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	891	Yes	351	1,242	Yes		
			WB	1,770	548	Yes	138	686	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	1,664	Yes	325	1,989	No	6LD	2,680
			WB	1,770	992	Yes	128	1,120	Yes		
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	2,522	Yes	274	2,796	No	8LD	3,590
			WB	2,680	1,174	Yes	108	1,282	Yes		
	Wildcat Way to SR-7	8LD	EB	3,590	2,311	Yes	265	2,576	Yes		
			WB	3,590	No Data	-	-	-	-	-	-
	SR-7 to Sansbury's Way	8LD	EB	3,940	2,471	Yes	214	2,685	Yes		
			WB	3,940	933	Yes	84	1,017	Yes		

TABLE D-3
AM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	631	Yes	215	846	Yes		
			SB	1,960	1,091	Yes	548	1,639	Yes		
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	871	Yes	370	1,241	Yes		
			SB	1,960	959	Yes	942	1,901	Yes		
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	1,181	Yes	404	1,585	Yes		
			SB	1,960	914	Yes	1,027	1,941	Yes		
	Persimmon Blvd to 60th Street	2L	NB	810	1,190	No	770	1,960	No	6LD	2,680
			SB	810	925	No	303	1,228	No	4LD	1,770
	60th Street to Orange Blvd	4LD	NB	1,960	739	Yes	685	1,424	Yes		
			SB	1,960	749	Yes	269	1,018	Yes		
	Orange Blvd to Temple Blvd	4LD	NB	1,960	405	Yes	488	893	Yes		
			SB	1,960	543	Yes	192	735	Yes		
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	405	Yes	437	842	Yes		
			SB	1,960	543	Yes	172	715	Yes		
	Northlake Blvd to North	2L	NB	1,140	75	Yes	9	84	Yes		
			SB	1,140	No Data	-	-	-	-	-	-
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	202	Yes	0	202	Yes		
			SB	880	81	Yes	0	81	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	202	Yes	0	202	Yes		
			SB	880	81	Yes	0	81	Yes		
	60th St to Orange Blvd	2L	NB	880	316	Yes	0	316	Yes		
			SB	880	121	Yes	0	121	Yes		
	Orange Blvd to Temple Blvd	2L	NB	880	870	Yes	9	879	Yes		
			SB	880	411	Yes	3	414	Yes		
	Temple Blvd to Northlake Blvd	2L	NB	880	1,136	No	9	1,145	No	4LD	1,960
			SB	880	246	Yes	3	249	Yes		
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	244	Yes	43	287	Yes		
			SB	1,960	594	Yes	17	611	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	244	Yes	17	261	Yes		
			SB	1,960	594	Yes	7	601	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	252	Yes	7	259	Yes		
			SB	880	597	Yes	17	614	Yes		
	60th St to Orange Blvd	2L	NB	880	306	Yes	13	319	Yes		
			SB	880	1,021	No	34	1,055	No	4LD	1,960
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	1,219	Yes	7	1,226	Yes		
			SB	2,680	2,146	Yes	17	2,163	Yes		
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	1,094	Yes	34	1,128	Yes		
			SB	1,960	1,620	Yes	13	1,633	Yes		
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	651	Yes	17	668	Yes		
			SB	3,320	1,587	Yes	7	1,594	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	651	Yes	9	660	Yes		
			SB	3,320	1,587	Yes	3	1,590	Yes		
	Persimmon Blvd to 60th St	4LD	NB	3,320	320	Yes	0	320	Yes		
			SB	3,320	80	Yes	0	80	Yes		
	60th St to Northlake Blvd	4LD	NB	3,320	472	Yes	0	472	Yes		
			SB	3,320	118	Yes	0	118	Yes		
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	2,838	No	77	2,915	No	6LD	2,940
			WB	1,960	No Data	-	-	-	-	-	-

(1) Total background traffic based on Minto West Concurrency Traffic Impact Analysis prepared by Pinder Troutman Consulting, Inc., dated May 7, 2014.

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE D-4
PM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Northlake Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	4LD	EB	1,960	430	Yes	278	708	Yes		
			WB	1,960	939	Yes	411	1,350	Yes		
	Hall Blvd to 140th Ave	4LD	EB	1,960	430	Yes	278	708	Yes		
			WB	1,960	939	Yes	411	1,350	Yes		
	140th Ave to Coconut Blvd	4LD	EB	1,960	626	Yes	272	898	Yes		
			WB	1,960	1,729	Yes	402	2,131	No	6LD	2,940
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	853	Yes	267	1,120	Yes		
			WB	1,960	2,822	No	394	3,216	No	8LD	3,940
	Ibis Blvd to SR-7	4LD	EB	1,960	974	Yes	267	1,241	Yes		
			WB	1,960	2,901	No	394	3,295	No	8LD	3,940
	SR-7 to Beeline Hwy	4LD	EB	3,320	1,151	Yes	250	1,401	Yes		
			WB	3,320	3,314	Yes	369	3,683	No	6LD	4,980
	Beeline Hwy to Ryder Cup Blvd	6LD	EB	2,940	1,147	Yes	167	1,314	Yes		
			WB	2,940	1,549	Yes	246	1,795	Yes		
Orange Boulevard	Sem. Pratt Whitney Rd to Hall Blvd	2L	EB	880	654	Yes	83	737	Yes		
			WB	880	703	Yes	123	826	Yes		
	Hall Blvd to 140th Ave	2L	EB	880	614	Yes	72	686	Yes		
			WB	880	661	Yes	107	768	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	398	Yes	72	470	Yes		
			WB	880	678	Yes	107	785	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	398	Yes	33	431	Yes		
			WB	880	678	Yes	49	727	Yes		
60th Street North	Sem. Pratt Whitney Rd to 140th Ave	2L	EB	880	36	Yes	0	36	Yes		
			WB	880	89	Yes	0	89	Yes		
	140th Ave to Avocado Blvd	2L	EB	880	36	Yes	0	36	Yes		
			WB	880	89	Yes	0	89	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	36	Yes	0	36	Yes		
			WB	880	89	Yes	0	89	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	36	Yes	0	36	Yes		
			WB	880	89	Yes	0	89	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	64	Yes	6	70	Yes		
			WB	880	144	Yes	8	152	Yes		
Persimmon Boulevard	140th Ave to Avocado Blvd	2L	EB	880	148	Yes	0	148	Yes		
			WB	880	299	Yes	0	299	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	148	Yes	0	148	Yes		
			WB	880	299	Yes	0	299	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	188	Yes	0	188	Yes		
			WB	880	402	Yes	0	402	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	301	Yes	0	301	Yes		
			WB	880	415	Yes	0	415	Yes		
Orange Grove Boulevard	140th Ave to Avocado Blvd	2L	EB	880	102	Yes	0	102	Yes		
			WB	880	209	Yes	0	209	Yes		
	Avocado Blvd to Coconut Blvd	2L	EB	880	102	Yes	0	102	Yes		
			WB	880	209	Yes	0	209	Yes		
	Coconut Blvd to Royal Palm Beach Blvd	2L	EB	880	168	Yes	0	168	Yes		
			WB	880	310	Yes	0	310	Yes		
	Royal Palm Beach Blvd to SR-7	2L	EB	880	170	Yes	0	170	Yes		
			WB	880	271	Yes	0	271	Yes		
Okeechobee Boulevard	Sem. Pratt Whitney Rd to B Rd	2L	EB	1,140	356	Yes	245	601	Yes		
			WB	1,140	634	Yes	361	995	Yes		
	B Rd to 140th Ave	2L	EB	1,140	350	Yes	239	589	Yes		
			WB	1,140	625	Yes	353	978	Yes		
	140th Ave to Folsom Rd	2L	EB	880	679	Yes	234	913	No	4LD	1,960
			WB	880	922	No	345	1,267	No	4LD	1,960
	Folsom Rd to Crestwood Blvd	4LD	EB	1,770	672	Yes	228	900	Yes		
			WB	1,770	907	Yes	337	1,244	Yes		
	Crestwood Blvd to Royal Palm Beach Blvd	4LD	EB	1,770	1,262	Yes	211	1,473	Yes		
			WB	1,770	1,776	No	312	2,088	No	6LD	2,680
	Royal Palm Beach Blvd to Wildcat Way	6LD	EB	2,680	1,720	Yes	178	1,898	Yes		
			WB	2,680	2,371	Yes	263	2,634	Yes		
	Wildcat Way to SR-7	8LD	EB	3,590	1,562	Yes	172	1,734	Yes		
			WB	3,590	2,462	Yes	255	2,717	Yes		
	SR-7 to Sansbury's Way	8LD	EB	3,940	1,475	Yes	139	1,614	Yes		
			WB	3,940	2,488	Yes	205	2,693	Yes		

TABLE D-4
PM PEAK HOUR LINK ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	LANES	DIR.	SERVICE VOLUME	TOTAL BKGD.[1]	MEETS STD?	PROJECT	TOTAL (2035)	MEETS STD?	PROP. IMPROVEMENTS	
										LANES	SERVICE VOLUME
Sem. Pratt Whitney Road	Southern Blvd to Okeechobee Blvd	4LD	NB	1,960	1,094	Yes	525	1,619	Yes		
			SB	1,960	782	Yes	356	1,138	Yes		
	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	1,064	Yes	903	1,967	No	6LD	2,940
			SB	1,960	809	Yes	612	1,421	Yes		
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	1,038	Yes	985	2,023	No	6LD	2,940
			SB	1,960	886	Yes	667	1,553	Yes		
	Persimmon Blvd to 60th Street	2L	NB	810	1,038	No	500	1,538	No	6LD	2,680
			SB	810	886	No	739	1,625	No	4LD	1,770
	60th Street to Orange Blvd	4LD	NB	1,960	706	Yes	445	1,151	Yes		
			SB	1,960	816	Yes	657	1,473	Yes		
	Orange Blvd to Temple Blvd	4LD	NB	1,960	573	Yes	317	890	Yes		
			SB	1,960	416	Yes	468	884	Yes		
	Temple Blvd to Northlake Blvd	4LD	NB	1,960	573	Yes	284	857	Yes		
			SB	1,960	416	Yes	419	835	Yes		
	Northlake Blvd to North	2L	NB	1,140	98	Yes	6	104	Yes		
			SB	1,140	80	Yes	8	88	Yes		
Coconut Boulevard	Orange Grove Blvd to Persimmon Blvd	2L	NB	880	121	Yes	0	121	Yes		
			SB	880	193	Yes	0	193	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	121	Yes	0	121	Yes		
			SB	880	193	Yes	0	193	Yes		
	60th St to Orange Blvd	2L	NB	880	196	Yes	0	196	Yes		
			SB	880	347	Yes	0	347	Yes		
	Orange Blvd to Temple Blvd	2L	NB	880	546	Yes	6	552	Yes		
			SB	880	889	No	8	897	No	4LD	1,960
	Temple Blvd to Northlake Blvd	2L	NB	880	357	Yes	6	363	Yes		
			SB	880	1,015	No	8	1,023	No	4LD	1,960
Royal Palm Beach Blvd	RPB City Limits to Orange Grove Blvd	4LD	NB	1,960	659	Yes	28	687	Yes		
			SB	1,960	426	Yes	41	467	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	1,960	659	Yes	11	670	Yes		
			SB	1,960	426	Yes	16	442	Yes		
	Persimmon Blvd to 60th St	2L	NB	880	663	Yes	16	679	Yes		
			SB	880	434	Yes	11	445	Yes		
	60th St to Orange Blvd	2L	NB	880	933	No	33	966	No	4LD	1,960
			SB	880	473	Yes	22	495	Yes		
SR-7	Belvedere Rd to Okeechobee Blvd	6LD	NB	2,680	2,378	Yes	16	2,394	Yes		
			SB	2,680	2,076	Yes	11	2,087	Yes		
	Okechobee Blvd to Roebuck Road	4LD	NB	1,960	1,341	Yes	22	1,363	Yes		
			SB	1,960	1,330	Yes	33	1,363	Yes		
	Roebuck Road to Orange Grove Blvd	4LD	NB	3,320	1,413	Yes	11	1,424	Yes		
			SB	3,320	853	Yes	16	869	Yes		
	Orange Grove Blvd to Persimmon Blvd	4LD	NB	3,320	1,413	Yes	6	1,419	Yes		
			SB	3,320	853	Yes	8	861	Yes		
	Persimmon Blvd to 60th St	4LD	NB	3,320	120	Yes	0	120	Yes		
			SB	3,320	280	Yes	0	280	Yes		
	60th St to Northlake Blvd	4LD	NB	3,320	177	Yes	0	177	Yes		
			SB	3,320	413	Yes	0	413	Yes		
SR-710/Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	1,236	Yes	50	1,286	Yes		
			WB	1,960	2,550	No	74	2,624	No	6LD	2,940

(1) Total background traffic based on Minto West Concurrency Traffic Impact Analysis prepared by Pinder Troutman Consulting, Inc., dated May 7, 2014.

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE D-5
AM PEAK HOUR PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	PROG. LANES	DIR.	SERVICE VOLUME	PROP. LANES	NEW SERVICE VOLUME	CAPACITY CREATED	LENGTH (MILES)	COST OF IMPROV.	MITIG. PROJECT TRAFFIC	PROP. SHARE OF COST	PROP. SHARE CALCULATION
Northlake Boulevard	140th Ave to Coconut Blvd	4LD	EB	1,960	6LD	2,940	980	1.5	$1,785,521	213	21.7%	$387,458
			WB	1,960								
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960	8LD	3,940	1,980	2.0	$5,036,934	411	20.8%	$1,047,682
			WB	1,960								
	Ibis Blvd to SR-7	4LD	EB	1,960	8LD	3,940	1,980	0.5	$2,210,957	411	20.8%	$459,879
			WB	1,960								
	SR-7 to Beeline Hwy	4LD	EB	3,320	6LD	4,980	1,660	2.8	$3,332,972	385	23.2%	$773,250
			WB	3,320								
Okeechobee Boulevard	140th Avenue to Folsom Road	2L	EB	880	4LD	1,960	1,080	1.2	$1,594,159	360	33.3%	$530,855
			WB	880								
	Crestwood Blvd to RPB Blvd	4LD	EB	1,770	6LD	2,680	910	0.7	$1,442,520	219	24.1%	$347,647
			WB	1,770								
	RPB Blvd to Wilcat Way	6LD	EB	2,680	8LD	3,590	910	1.3	$3,069,522	116	12.7%	$389,829
			WB	2,680								
Sem. Pratt Whitney Road	Persimmon Blvd to 60th Street N	2L	NB	810	4LD	1,770	960	0.9	$2,060,833	770	80.2%	$1,652,788
			SB	810	4LD	1,770	960	0.9	$2,060,833	303	31.6%	$651,223
Coconut Boulevard	Temple Blvd to Northlake Blvd	2L	NB	880	4LD	1,960	1,080	1.2	$1,594,159	9	0.8%	$12,753
			SB	880								
Royal Palm Beach Blvd	60th St to Orange Blvd	2L	NB	880								
			SB	880	4LD	1,960	1,080	1.0	$1,328,466	34	3.1%	$41,182
SR-710/ Beeline Hwy	Northlake Blvd to Jog Rd	4LD	EB	1,960	6LD	2,940	980	1.2	$1,428,416	77	7.9%	$112,845
			WB	1,960	-	-	-	-				

TABLE D-6
PM PEAK HOUR PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	PROG. LANES	DIR.	SERVICE VOLUME	PROP. LANES	NEW SERVICE VOLUME	CAPACITY CREATED	LENGTH (MILES)	COST OF IMPROV.	MITIG. PROJECT TRAFFIC	PROP. SHARE OF COST	PROP. SHARE CALCULATION
Northlake	140th Ave to Coconut Blvd	4LD	EB	1,960								
Boulevard			WB	1,960	6LD	2,940	980	1.5	$1,785,521	171	17.4%	$310,681
	Coconut Blvd to Ibis Blvd	4LD	EB	1,960								
			WB	1,960	8LD	3,940	1,980	2.0	$5,036,934	394	19.9%	$1,002,350
	Ibis Blvd to SR-7	4LD	EB	1,960								
			WB	1,960	8LD	3,940	1,980	0.5	$2,210,957	394	19.9%	$439,980
	SR-7 to Beeline Hwy	4LD	EB	3,320								
			WB	3,320	6LD	4,980	1,660	2.8	$3,332,972	363	21.9%	$729,921
Okeechobee	140th Avenue to Folsom Road	2L	EB	880	4LD	1,960	1,080	1.2	$1,594,159	33	3.1%	$49,419
Boulevard			WB	880	4LD	1,960	1,080	1.2	$1,594,159	345	31.9%	$508,537
	Crestwood Blvd to RPB Blvd	4LD	EB	1,770								
			WB	1,770	6LD	2,680	910	0.7	$1,442,520	312	34.3%	$494,784
Sem. Pratt	Okeechobee Blvd to Sycamore/Site	4LD	NB	1,960	6LD	2,940	980	2.1	$4,327,561	7	0.7%	$30,293
Whitney Road			SB	1,960								
	Sycamore/Site to Persimmon Blvd	4LD	NB	1,960	6LD	2,940	980	1.1	$2,266,818	63	6.4%	$145,076
			SB	1,960								
	Persimmon Blvd to 60th Street N	2L	NB	810	6LD	2,680	1,870	0.9	$2,060,833	500	26.7%	$550,242
			SB	810	4LD	1,770	960	0.9	$2,060,833	739	77.0%	$1,586,841
Coconut	Orange Blvd to Temple Blvd	2L	NB	880								
Boulevard			SB	880	4LD	1,960	1,080	1.0	$1,328,466	8	0.7%	$9,299
	Temple Blvd to Northlake Blvd	2L	NB	880								
			SB	880	4LD	1,960	1,080	1.2	$1,594,159	8	0.7%	$11,159
Royal Palm	60th St to Orange Blvd	2L	NB	880	4LD	1,960	1,080	1.0	$1,328,466	33	3.1%	$41,182
Beach Blvd			SB	880								
SR-710/	Northlake Blvd to Jog Rd	4LD	EB	1,960								
Beeline Hwy			WB	1,960	6LD	2,940	980	1.2	$1,428,416	74	7.6%	$108,560

TABLE D-7
TOTAL PROPORTIONATE SHARE ANALYSIS
MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

ROADWAY	LINK	DIR.	AM PROP. SHARE CALCULATION	PM PROP. SHARE CALCULATION	HIGHEST PROP. SHARE CALCULATION
Northlake	140th Ave to Coconut Blvd	EB	$387,458		$387,458
Boulevard		WB		$310,681	$310,681
	Coconut Blvd to Ibis Blvd	EB	$1,047,682		$1,047,682
		WB		$1,002,350	$1,002,350
	Ibis Blvd to SR-7	EB	$459,879		$459,879
		WB		$439,980	$439,980
	SR-7 to Beeline Hwy	EB	$773,250		$773,250
		WB		$729,921	$729,921
Okeechobee	140th Avenue to Folsom Road	EB	$530,855	$49,419	$530,855
Boulevard		WB		$508,537	$508,537
	Crestwood Blvd to RPB Blvd	EB	$347,647		$347,647
		WB		$494,784	$494,784
	RPB Blvd to Wildcat Way	EB	$389,829		$389,829
		WB			
Sem. Pratt	Okeechobee Blvd to Sycamore/Site	NB		$30,293	$30,293
Whitney Road		SB			
	Sycamore/Site to Persimmon Blvd	NB		$145,076	$145,076
		SB			
	Persimmon Blvd to 60th Street N	NB	$1,652,788	$550,242	$1,652,788
		SB	$651,223	$1,586,841	$1,586,841
Coconut	Orange Blvd to Temple Blvd	NB			
Boulevard		SB		$9,299	$9,299
	Temple Blvd to Northlake Blvd	NB	$12,753		$12,753
		SB		$11,159	$11,159
Royal Palm	60th St to Orange Blvd	NB		$41,182	$41,182
Beach Blvd		SB	$41,182		$41,182
SR-710/	Northlake Blvd to Jog Rd	EB	$112,845		$112,845
Beeline Hwy		WB		$108,560	$108,560
TOTAL					**$11,174,831**

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Proposed Geometry and Future Volumes

60TH STREET N @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR-7 Diversions	0	-76	76	0	-19	0	0	0	0	19	0	0
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	83	283	154	100	106	63	139	0	208	383	0	263
Total	**198**	**712**	**230**	**100**	**625**	**86**	**156**	**1**	**508**	**402**	**0**	**263**
Approach Total		**1,140**			**811**			**665**			**665**	

Critical Volume Analysis

No. of Lanes	>	2	<	>	2	<	>	1	<	>	1	<
Per Lane Volume	0	570	0	0	405	0	0	665	0	0	665	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	570	0	0	405	0	0	665	0	0	665	0
Through/Right Volume		570			405			665			665	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		570			405			665			665	
Critical Volume for Direction		570						665				
Intersection Critical Volume	**1,235**											
STATUS?	**NEAR**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR-7 Diversions	0	-29	29	0	-67	0	0	0	0	67	0	0
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	208	151	388	257	242	158	100	0	144	272	0	194
Total	**363**	**876**	**417**	**257**	**725**	**177**	**111**	**0**	**252**	**339**	**0**	**194**
Approach Total		**1,656**			**1,159**			**363**			**533**	

Critical Volume Analysis

No. of Lanes	>	2	<	>	2	<	>	1	<	>	1	<
Per Lane Volume	0	828	0	0	579	0	0	363	0	0	533	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	828	0	0	579	0	0	363	0	0	533	0
Through/Right Volume		828			579			363			533	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		828			579			363			533	
Critical Volume for Direction		828						533				
Intersection Critical Volume	**1,361**											
STATUS?	**NEAR**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Proposed Geometry and Future Volumes

PERSIMMON BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	201	0	0	113	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	42	221	141	93	574	29	70	0	105	348	0	229
Total	**42**	**1,080**	**152**	**93**	**1,556**	**29**	**70**	**0**	**105**	**349**	**0**	**233**
Approach Total		**1,274**			**1,678**			**175**			**582**	

Critical Volume Analysis

No. of Lanes	1	2	1	1	2	1	1	0	1	1	0	1
Per Lane Volume	42	540	152	93	778	29	70	0	105	349	0	233
Right on Red			60			60			60			60
Overlaps Left			349			70			42			93
Adj. Per Lane Volume	42	540	0	93	778	0	70	0	3	349	0	80
Through/Right Volume		540			778			3			80	
Opposing Left Turns		93			42			349			70	
Critical Volume for Approach		633			820			352			150	
Critical Volume for Direction		820						352				
Intersection Critical Volume	**1,172**											
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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	166	0	0	222	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	109	521	355	241	341	76	55	0	77	249	0	172
Total	**109**	**1,450**	**403**	**247**	**1,158**	**76**	**55**	**0**	**77**	**287**	**0**	**188**
Approach Total		**1,962**			**1,481**			**132**			**475**	

Critical Volume Analysis

No. of Lanes	1	2	1	1	2	1	1	0	1	1	0	1
Per Lane Volume	109	725	403	247	579	76	55	0	77	287	0	188
Right on Red			60			60			60			60
Overlaps Left			287			55			109			247
Adj. Per Lane Volume	109	725	56	247	579	0	55	0	0	287	0	0
Through/Right Volume		725			579			0			0	
Opposing Left Turns		247			109			287			55	
Critical Volume for Approach		972			688			287			55	
Critical Volume for Direction		972						287				
Intersection Critical Volume	**1,259**											
STATUS?	**NEAR**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Proposed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2012 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 (2/21/12)	79	201	210	523	352	208	184	1,266	81	126	578	226
Peak Season Volume	79	201	210	523	352	208	184	1266	81	126	578	226
Bkgd (Growth + Exist)	89	225	236	587	395	233	206	1420	91	141	648	253
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	3	3	10	18	3	0	0	67	3	18	104	24
% Project Traffic	1.0%					3.0%	3.0%	16.0%	1.0%		16.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	7					20	51	274	17		108	
Total	**99**	**228**	**246**	**605**	**398**	**253**	**257**	**1,761**	**111**	**159**	**860**	**277**
Approach Total	**573**			**1,256**			**2,129**			**1,296**		

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	3	2
Per Lane Volume	99	114	246	202	398	253	129	587	111	80	287	139
Right on Red			60			60			60			60
Overlaps Left			80			129			99			202
Adj. Per Lane Volume	99	114	106	202	398	65	129	587	0	80	287	0
Through/Right Volume		114			398			587			287	
Opposing Left Turns		202			99			80			129	
Critical Volume for Approach		316			497			667			415	
Critical Volume for Direction		497						667				
Intersection Critical Volume	**1,164**											
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 (2/21/12)	186	436	144	445	328	178	255	691	60	214	1,296	479
Peak Season Volume	186	436	144	445	328	178	255	691	60	214	1296	479
Bkgd (Growth + Exist)	209	489	162	499	368	200	286	775	67	240	1454	537
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	5	5	27	41	5	0	0	171	5	22	156	38
% Project Traffic	1.0%					3.0%	3.0%	16.0%	1.0%		16.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	16					49	33	178	11		263	
Total	**230**	**494**	**189**	**540**	**373**	**249**	**319**	**1,124**	**83**	**262**	**1,873**	**575**
Approach Total	**913**			**1,162**			**1,526**			**2,710**		

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	3	2
Per Lane Volume	230	247	189	180	373	249	159	375	83	131	624	288
Right on Red			60			60			60			60
Overlaps Left			131			159			230			180
Adj. Per Lane Volume	230	247	0	180	373	30	159	375	0	131	624	48
Through/Right Volume		247			373			375			624	
Opposing Left Turns		180			230			131			159	
Critical Volume for Approach		427			603			506			783	
Critical Volume for Direction		603						783				
Intersection Critical Volume	**1,386**											
STATUS?	**NEAR**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (2/11/13)	0	24	793	43	25	0	0	0	0	158	0	18
Peak Season Volume	0	24	793	43	25	0	0	0	0	158	0	18
Bkgd (Growth + Exist)	0	27	885	48	28	0	0	0	0	176	0	20
SR-7 Diversions	0	0	-152	0	0	0	0	0	0	-38	0	0
Approved Projects	0	15	1	11	13	0	0	0	0	2	0	13
% Project Traffic		0.5%	25.0%		0.5%					25.0%		
Direction		Out	Out		In					In		
Project Traffic		9	428		3					168		
Total	**0**	**51**	**1,162**	**59**	**44**	**0**	**0**	**0**	**0**	**308**	**0**	**33**
Approach Total		**1,213**			**103**			**0**			**341**	

Critical Volume Analysis

No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	51	1162	59	44	0	0	0	0	154	0	33
Right on Red			60			10			0			60
Overlaps Left			154			0			0			59
Adj. Per Lane Volume	0	51	948	59	44	0	0	0	0	154	0	0
Through/Right Volume		948			44			0			0	
Opposing Left Turns		59			0			154			0	
Critical Volume for Approach		1007			44			154			0	
Critical Volume for Direction		1007						154				
Intersection Critical Volume	**1,161**											
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 (2/11/13)	0	22	197	11	36	0	0	0	0	623	0	43
Peak Season Volume	0	22	197	11	36	0	0	0	0	623	0	43
Bkgd (Growth + Exist)	0	25	220	12	40	0	0	0	0	695	0	48
SR-7 Diversions	0	0	-57	0	0	0	0	0	0	-133	0	0
Approved Projects	0	13	14	13	15	0	0	0	0	12	0	12
% Project Traffic		0.5%	25.0%		0.5%					25.0%		
Direction		Out	Out		In					In		
Project Traffic		6	278		8					411		
Total	**0**	**44**	**455**	**25**	**63**	**0**	**0**	**0**	**0**	**985**	**0**	**60**
Approach Total		**499**			**88**			**0**			**1,045**	

Critical Volume Analysis

No. of Lanes	0	1	1	1	1	0	0	0	0	2	0	1
Per Lane Volume	0	44	455	25	63	0	0	0	0	493	0	60
Right on Red			60			10			0			60
Overlaps Left			493			0			0			25
Adj. Per Lane Volume	0	44	0	25	63	0	0	0	0	493	0	0
Through/Right Volume		44			63			0			0	
Opposing Left Turns		25			0			493			0	
Critical Volume for Approach		69			63			493			0	
Critical Volume for Direction		69						493				
Intersection Critical Volume	**562**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ COCONUT BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (2/13/13)	11	0	1,116	0	0	0	0	1,371	28	125	254	0
Peak Season Volume	11	0	1116	0	0	0	0	1371	28	125	254	0
Bkgd (Growth + Exist)	12	0	1245	0	0	0	0	1530	31	139	283	0
SR-7 Diversions	0	0	-320	0	0	0	0	-152	0	-80	-38	0
Approved Projects	1	0	317	0	0	0	0	338	3	67	77	0
% Project Traffic	0.5%							24.0%	0.5%		24.0%	
Direction	In							Out	Out		In	
Project Traffic	3							411	8.56		162	
Total	**17**	**0**	**1,242**	**0**	**0**	**0**	**0**	**2,127**	**43**	**126**	**484**	**0**
Approach Total	**1,259**			**0**			**2,170**			**610**		

Critical Volume Analysis

No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Per Lane Volume	17	0	0	0	0	0	0	1063	43	63	242	0
Right on Red			10			10			60			10
Overlaps Left			63			0			17			0
Adj. Per Lane Volume	17	0	0	0	0	0	0	1063	0	63	242	0
Through/Right Volume	0			0			1063			242		
Opposing Left Turns	0			17			63			0		
Critical Volume for Approach	0			17			1126			242		
Critical Volume for Direction	17						1126					
Intersection Critical Volume	**1,143**											
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 (2/13/13)	40	0	299	0	0	0	0	292	29	849	917	0
Peak Season Volume	40	0	299	0	0	0	0	292	29	849	917	0
Bkgd (Growth + Exist)	45	0	334	0	0	0	0	326	32	947	1023	0
SR-7 Diversions	0	0	-120	0	0	0	0	-57	0	-280	-133	0
Approved Projects	4	0	117	0	0	0	0	137	3	381	414	0
% Project Traffic	0.5%							24.0%	0.5%		24.0%	
Direction	In							Out	Out		In	
Project Traffic	8							267	5.56		394	
Total	**57**	**0**	**331**	**0**	**0**	**0**	**0**	**673**	**41**	**1,048**	**1,698**	**0**
Approach Total	**388**			**0**			**714**			**2,746**		

Critical Volume Analysis

No. of Lanes	1	0	FF	0	0	0	0	2	1	2	2	0
Per Lane Volume	57	0	0	0	0	0	0	336	41	524	849	0
Right on Red			10			10			60			10
Overlaps Left			524			0			57			0
Adj. Per Lane Volume	57	0	0	0	0	0	0	336	0	524	849	0
Through/Right Volume	0			0			336			849		
Opposing Left Turns	0			57			524			0		
Critical Volume for Approach	0			57			861			849		
Critical Volume for Direction	57						861					
Intersection Critical Volume	**918**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2008 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 (2008)	5	0	125	0	0	0	0	2,745	10	75	495	0
Peak Season Volume	5	0	125	0	0	0	0	2745	10	75	495	0
Bkgd (Growth + Exist)	6	0	143	0	0	0	0	3141	11	86	566	0
SR-7 Diversions	0	0	472	0	0	0	0	-472	0	118	-118	0
Approved Projects	0	0	0	0	0	0	0	785	0	0	140	0
% Project Traffic								22.5%			22.5%	
Direction								Out			In	
Project Traffic								385			151	
Total	**6**	**0**	**615**	**0**	**0**	**0**	**0**	**3,839**	**11**	**204**	**739**	**0**
Approach Total	**621**			**0**			**3,850**			**943**		

Critical Volume Analysis

No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Per Lane Volume	6	0	205	0	0	0	0	1280	11	102	246	0
Right on Red			60			10			60			10
Overlaps Left			102			0			6			0
Adj. Per Lane Volume	6	0	43	0	0	0	0	1280	0	102	246	0
Through/Right Volume	43			0			1280			246		
Opposing Left Turns	0			6			102			0		
Critical Volume for Approach	43			6			1381			246		
Critical Volume for Direction	43						1381					
Intersection Critical Volume	**1,425**											
STATUS?	**OVER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2008)	10	0	120	0	0	0	0	840	10	390	2,070	0
Peak Season Volume	10	0	120	0	0	0	0	840	10	390	2070	0
Bkgd (Growth + Exist)	11	0	137	0	0	0	0	961	11	446	2368	0
SR-7 Diversions	0	0	177	0	0	0	0	-177	0	413	-413	0
Approved Projects	0	0	0	0	0	0	0	208	0	0	951	0
% Project Traffic								22.5%			22.5%	
Direction								Out			In	
Project Traffic			0					250		0	369	
Total	**11**	**0**	**314**	**0**	**0**	**0**	**0**	**1,242**	**11**	**859**	**3,275**	**0**
Approach Total	**325**			**0**			**1,253**			**4,134**		

Critical Volume Analysis

No. of Lanes	1	0	3	0	0	0	0	3	1	2	3	0
Per Lane Volume	11	0	105	0	0	0	0	414	11	430	1092	0
Right on Red			60			10			60			10
Overlaps Left			430			0			11			0
Adj. Per Lane Volume	11	0	0	0	0	0	0	414	0	430	1092	0
Through/Right Volume	0			0			414			1092		
Opposing Left Turns	0			11			430			0		
Critical Volume for Approach	0			11			844			1092		
Critical Volume for Direction	11						1092					
Intersection Critical Volume	**1,103**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

NORTHLAKE BOULEVARD @ BEELINE HIGHWAY

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (3/4/13)	263	609	138	37	321	43	0	1,422	999	143	303	65
Peak Season Volume	263	609	138	37	321	43	0	1422	999	143	303	65
Bkgd (Growth + Exist)	294	680	154	41	358	48	0	1587	1115	160	338	73
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	857	0	49	165	117	0	782	0	0	5	329
% Project Traffic	4.5%	3.0%				3.0%		25.5%	4.5%		15.0%	
Direction	In	Out				In		Out	Out		In	
Project Traffic	30	51				20		437	77		101	
Total	**324**	**1,588**	**154**	**90**	**523**	**185**	**0**	**2,806**	**1,192**	**160**	**444**	**402**
Approach Total	**2,066**			**798**			**3,998**			**1,006**		

Critical Volume Analysis

No. of Lanes	2	3	FF	1	2	FF	0	3	1	1	2	1
Per Lane Volume	162	529	0	90	262	0	0	935	1192	160	222	402
Right on Red			10			10			60			60
Overlaps Left			160			0			162			90
Adj. Per Lane Volume	162	529	0	90	262	0	0	935	970	160	222	252
Through/Right Volume	529			262			970			252		
Opposing Left Turns	90			162			160			0		
Critical Volume for Approach	619			424			1130			252		
Critical Volume for Direction	619						1130					
Intersection Critical Volume	**1,749**											
STATUS?	**OVER**											

PM Peak Hour

Intersection Volume Development

	Northbound*			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (3/4/13)	985	323	137	58	453	77	0	548	258	72	1,447	39
Peak Season Volume	985	323	137	58	453	77	0	548	258	72	1447	39
Bkgd (Growth + Exist)	1099	360	153	65	506	86	0	612	288	80	1615	44
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	229	0	360	940	872	0	201	0	0	15	69
% Project Traffic	4.5%	3.0%				3.0%		25.5%	4.5%		15.0%	
Direction	In	Out				In		Out	Out		In	
Project Traffic	74	33				49		284	50		246	
Total	**1,173**	**622**	**153**	**425**	**1,446**	**1,007**	**0**	**1,097**	**338**	**80**	**1,876**	**113**
Approach Total	**1,948**			**2,878**			**1,435**			**2,069**		

Critical Volume Analysis

No. of Lanes	2	3	FF	1	2	FF	0	3	1	1	2	1
Per Lane Volume	587	207	0	425	723	0	0	366	338	80	938	113
Right on Red			10			10			60			60
Overlaps Left			80			0			587			425
Adj. Per Lane Volume	587	207	0	425	723	0	0	366	0	80	938	0
Through/Right Volume	207			723			366			938		
Opposing Left Turns	425			587			80			0		
Critical Volume for Approach	632			1310			446			938		
Critical Volume for Direction	1310						938					
Intersection Critical Volume	**2,248**											
STATUS?	**OVER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

ORANGE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (9/11/13)	0	351	224	102	184	0	0	0	0	129	0	35
Peak Season Volume	0	376	240	109	197	0	0	0	0	138	0	37
Bkgd (Growth + Exist)	0	419	267	122	220	0	0	0	0	154	0	42
SR-7 Diversions	0	-152	76	0	-38	0	0	0	0	19	0	0
Approved Projects	0	0	30	22	0	0	0	0	0	26	0	20
% Project Traffic		28.5%	7.5%		28.5%					7.5%		
Direction		Out	Out		In					In		
Project Traffic		488	128		192					50		
Total	**0**	**755**	**501**	**144**	**374**	**0**	**0**	**0**	**0**	**249**	**0**	**62**
Approach Total		**1,256**			**518**			**0**			**311**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Per Lane Volume	0	378	501	144	187	0	0	0	0	249	0	62
Right on Red			60			10			10			60
Overlaps Left			249			0			0			144
Adj. Per Lane Volume	0	378	192	144	187	0	0	0	0	249	0	0
Through/Right Volume		378			187			0			0	
Opposing Left Turns		144			0			249			0	
Critical Volume for Approach		522			187			249			0	
Critical Volume for Direction		522						249				
Intersection Critical Volume	**771**											
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 (9/11/13)	0	275	186	96	258	0	0	0	0	254	0	121
Peak Season Volume	0	294	199	103	276	0	0	0	0	272	0	129
Bkgd (Growth + Exist)	0	328	222	115	308	0	0	0	0	303	0	144
SR-7 Diversions	0	-57	29	0	-133	0	0	0	0	67	0	0
Approved Projects	0	0	56	42	0	0	0	0	0	57	0	43
% Project Traffic		28.5%	7.5%		28.5%					7.5%		
Direction		Out	Out		In					In		
Project Traffic		317	83		468					123		
Total	**0**	**588**	**390**	**157**	**643**	**0**	**0**	**0**	**0**	**550**	**0**	**187**
Approach Total		**978**			**800**			**0**			**737**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	1	0	1
Per Lane Volume	0	294	390	157	322	0	0	0	0	550	0	187
Right on Red			60			10			10			60
Overlaps Left			550			0			0			157
Adj. Per Lane Volume	0	294	0	157	322	0	0	0	0	550	0	0
Through/Right Volume		294			322			0			0	
Opposing Left Turns		157			0			550			0	
Critical Volume for Approach		451			322			550			0	
Critical Volume for Direction		451						550				
Intersection Critical Volume	**1,001**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

ORANGE BOULEVARD @ COCONUT BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.09 Current Year = 2011 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 (11/29/11)	10	221	3	291	34	43	147	351	18	3	92	397
Peak Season Volume	11	241	3	317	37	47	160	383	20	3	100	433
Bkgd (Growth + Exist)	12	272	4	358	42	53	181	431	22	4	113	488
SR-7 Diversions	0	0	0	-80	0	0	0	76	0	0	19	-320
Approved Projects	0	114	0	28	40	15	52	0	0	0	0	135
% Project Traffic						0.5%	0.5%	2.0%			2.0%	
Direction						In	Out	Out			In	
Project Traffic						3	9	34			13	
Total	**12**	**386**	**4**	**306**	**82**	**71**	**242**	**541**	**22**	**4**	**145**	**303**
Approach Total		**402**			**459**			**805**			**452**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	1	>	1	<	>	1	1
Per Lane Volume	0	402	0	0	388	71	0	805	0	0	149	303
Right on Red			10			60			10			60
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	402	0	0	388	11	0	805	0	0	149	243
Through/Right Volume		402			388			805			243	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		402			388			805			243	
Critical Volume for Direction		402						805				
Intersection Critical Volume	**1,207**											
STATUS?	**NEAR**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (11/29/11)	18	52	3	378	187	114	59	161	22	4	337	318
Peak Season Volume	20	57	3	412	204	124	64	175	24	4	367	347
Bkgd (Growth + Exist)	22	64	4	464	230	140	72	198	27	5	414	391
SR-7 Diversions	0	0	0	-280	0	0	0	29	0	0	67	-120
Approved Projects	0	75	0	165	154	67	29	0	0	0	0	52
% Project Traffic						0.5%	0.5%	2.0%			2.0%	
Direction						In	Out	Out			In	
Project Traffic						8	6	22			33	
Total	**22**	**139**	**4**	**349**	**384**	**215**	**107**	**249**	**27**	**5**	**514**	**323**
Approach Total		**165**			**948**			**383**			**842**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	1	>	1	<	>	1	1
Per Lane Volume	0	165	0	0	733	215	0	383	0	0	519	323
Right on Red			10			60			10			60
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	165	0	0	733	155	0	383	0	0	519	263
Through/Right Volume		165			733			383			519	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		165			733			383			519	
Critical Volume for Direction		733						519				
Intersection Critical Volume	**1,252**											
STATUS?	**NEAR**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED

Programmed Geometry and Future Volumes

60TH STREET N @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/30/13)	103	428	0	0	458	21	15	1	269	0	0	0
Peak Season Volume	103	428	0	0	458	21	15	1	269	0	0	0
Bkgd (Growth + Exist)	115	478	0	0	511	23	17	1	300	0	0	0
SR-7 Diversions	0	-76	76	0	-19	0	0	0	0	19	0	0
Approved Projects	0	27	0	0	27	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	83	283	154	100	106	63	139	0	208	383	0	263
Total	**198**	**712**	**230**	**100**	**625**	**86**	**156**	**1**	**508**	**402**	**0**	**263**
Approach Total		**1,140**			**811**			**665**			**665**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	<	>	1	<	>	1	<
Per Lane Volume	0	1140	0	0	811	0	0	665	0	0	665	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	1140	0	0	811	0	0	665	0	0	665	0
Through/Right Volume		1140			811			665			665	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		1140			811			665			665	
Critical Volume for Direction		1140						665				
Intersection Critical Volume					**1,805**							
STATUS?					**OVER**							

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (1/30/13)	139	596	0	0	412	17	10	0	97	0	0	0
Peak Season Volume	139	596	0	0	412	17	10	0	97	0	0	0
Bkgd (Growth + Exist)	155	665	0	0	460	19	11	0	108	0	0	0
SR-7 Diversions	0	-29	29	0	-67	0	0	0	0	67	0	0
Approved Projects	0	89	0	0	90	0	0	0	0	0	0	0
% Project Traffic												
Direction												
Project Traffic	208	151	388	257	242	158	100	0	144	272	0	194
Total	**363**	**876**	**417**	**257**	**725**	**177**	**111**	**0**	**252**	**339**	**0**	**194**
Approach Total		**1,656**			**1,159**			**363**			**533**	

Critical Volume Analysis

No. of Lanes	>	1	<	>	1	<	>	1	<	>	1	<
Per Lane Volume	0	1656	0	0	1159	0	0	363	0	0	533	0
Right on Red			10			10			10			10
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	0	1656	0	0	1159	0	0	363	0	0	533	0
Through/Right Volume		1656			1159			363			533	
Opposing Left Turns		0			0			0			0	
Critical Volume for Approach		1656			1159			363			533	
Critical Volume for Direction		1656						533				
Intersection Critical Volume					**2,189**							
STATUS?					**OVER**							

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

60TH STREET N @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (9/11/13)	9	460	2	2	865	2	2	2	8	0	1	7
Peak Season Volume	10	492	2	2	926	2	2	2	9	0	1	7
Bkgd (Growth + Exist)	11	549	2	2	1033	2	2	2	10	0	1	8
SR-7 Diversions	0	-320	0	76	-80	0	0	76	0	0	19	19
Approved Projects	0	7	0	0	21	0	0	0	0	0	0	0
% Project Traffic		1.5%		0.5%	1.5%							0.5%
Direction		In		Out	Out							In
Project Traffic		10		9	26	0					0	3
Total	**11**	**246**	**2**	**87**	**1,000**	**2**	**2**	**78**	**10**	**0**	**20**	**30**
Approach Total		**259**			**1,089**			**90**			**50**	

Critical Volume Analysis

No. of Lanes	1	1	1	>	1	1	1	1	1	1	1	1
Per Lane Volume	11	246	2	0	1087	2	2	78	10	0	20	30
Right on Red			60			60			60			60
Overlaps Left			0			2			11			0
Adj. Per Lane Volume	11	246	0	0	1087	0	2	78	0	0	20	0
Through/Right Volume		246			1087			78			20	
Opposing Left Turns		0			11			0			2	
Critical Volume for Approach		246			1098			78			22	
Critical Volume for Direction		1098						78				
Intersection Critical Volume	**1,176**											
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 (9/11/13)	14	753	3	3	568	3	2	0	4	0	2	7
Peak Season Volume	15	806	3	3	608	3	2	0	4	0	2	7
Bkgd (Growth + Exist)	17	899	4	4	678	4	2	0	5	0	2	8
SR-7 Diversions	0	-120	0	29	-280	0	0	29	0	0	67	67
Approved Projects	0	21	0	0	12	0	0	0	0	0	0	0
% Project Traffic		1.5%		0.5%	1.5%							0.5%
Direction		In		Out	Out							In
Project Traffic		25		6	17	0					0	8
Total	**17**	**825**	**4**	**39**	**427**	**4**	**2**	**29**	**5**	**0**	**69**	**83**
Approach Total		**846**			**470**			**36**			**152**	

Critical Volume Analysis

No. of Lanes	1	1	1	>	1	1	1	1	1	1	1	1
Per Lane Volume	17	825	4	0	466	4	2	29	5	0	69	83
Right on Red			60			60			60			60
Overlaps Left			0			2			17			0
Adj. Per Lane Volume	17	825	0	0	466	0	2	29	0	0	69	23
Through/Right Volume		825			466			29			69	
Opposing Left Turns		0			17			0			2	
Critical Volume for Approach		825			483			29			71	
Critical Volume for Direction		825						71				
Intersection Critical Volume	**896**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED

Programmed Geometry and Future Volumes

PERSIMMON BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.07 Current Year = 2013 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 (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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	201	0	0	113	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	42	221	141	93	574	29	70	0	105	348	0	229
Total	**42**	**1,080**	**152**	**93**	**1,556**	**29**	**70**	**0**	**105**	**349**	**0**	**233**
Approach Total		**1,274**			**1,678**			**175**			**582**	

Critical Volume Analysis

No. of Lanes	1	1	<	1	1	1	1	0	1	1	0	1
Per Lane Volume	42	1232	0	93	1556	29	70	0	105	349	0	233
Right on Red			10			60			60			60
Overlaps Left			349			70			42			93
Adj. Per Lane Volume	42	1232	0	93	1556	0	70	0	3	349	0	80
Through/Right Volume		1232			1556			3			80	
Opposing Left Turns		93			42			349			70	
Critical Volume for Approach		1325			1598			352			150	
Critical Volume for Direction		1598						352				
Intersection Critical Volume	**1,950**											
STATUS?	**OVER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
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
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	166	0	0	222	0	0	0	0	0	0	0
% Project Traffic Direction												
Project Traffic	109	521	355	241	341	76	55	0	77	249	0	172
Total	**109**	**1,450**	**403**	**247**	**1,158**	**76**	**55**	**0**	**77**	**287**	**0**	**188**
Approach Total		**1,962**			**1,481**			**132**			**475**	

Critical Volume Analysis

No. of Lanes	1	1	<	1	1	1	1	0	1	1	0	1
Per Lane Volume	109	1853	0	247	1158	76	55	0	77	287	0	188
Right on Red			10			60			60			60
Overlaps Left			287			55			109			247
Adj. Per Lane Volume	109	1853	0	247	1158	0	55	0	0	287	0	0
Through/Right Volume		1853			1158			0			0	
Opposing Left Turns		247			109			287			55	
Critical Volume for Approach		2100			1267			287			55	
Critical Volume for Direction		2100						287				
Intersection Critical Volume	**2,387**											
STATUS?	**OVER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

ROEBUCK ROAD @ STATE ROAD 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2023 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
2023 PBC Projected Volumes (2023)	0	192	501	327	875	0	0	0	0	358	0	50
Peak Season Volume	0	192	501	327	875	0	0	0	0	358	0	50
Bkgd (Growth + Exist)	0	204	532	347	929	0	0	0	0	380	0	53
SR-7 Diversions	0	320	0	0	80	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic		1.0%	1.0%		1.0%					1.0%		
Direction		Out	Out		In					In		
Project Traffic		17	17		7					7		
Total	**0**	**541**	**549**	**347**	**1,016**	**0**	**0**	**0**	**0**	**387**	**0**	**53**
Approach Total		**1,090**			**1,363**			**0**			**440**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Per Lane Volume	0	270	549	347	508	0	0	0	0	194	0	27
Right on Red			60			10			10			60
Overlaps Left			194			0			0			347
Adj. Per Lane Volume	0	270	295	347	508	0	0	0	0	194	0	0
Through/Right Volume		295			508			0			0	
Opposing Left Turns		347			0			194			0	
Critical Volume for Approach		642			508			194			0	
Critical Volume for Direction		642						194				
Intersection Critical Volume	**836**											
STATUS?	**UNDER**											

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2023 PBC Projected Volumes (2023)	0	864	258	77	440	0	0	0	0	561	0	330
Peak Season Volume	0	864	258	77	440	0	0	0	0	561	0	330
Bkgd (Growth + Exist)	0	917	274	82	467	0	0	0	0	596	0	350
SR-7 Diversions	0	120	0	0	280	0	0	0	0	0	0	0
Approved Projects	0	0	0	0	0	0	0	0	0	0	0	0
% Project Traffic		1.0%	1.0%		1.0%					1.0%		
Direction		Out	Out		In					In		
Project Traffic		11	11		16					16		
Total	**0**	**1,048**	**285**	**82**	**763**	**0**	**0**	**0**	**0**	**612**	**0**	**350**
Approach Total		**1,333**			**845**			**0**			**962**	

Critical Volume Analysis

No. of Lanes	0	2	1	1	2	0	0	0	0	2	0	2
Per Lane Volume	0	524	285	82	382	0	0	0	0	306	0	175
Right on Red			60			10			10			60
Overlaps Left			306			0			0			82
Adj. Per Lane Volume	0	524	0	82	382	0	0	0	0	306	0	33
Through/Right Volume		524			382			0			33	
Opposing Left Turns		82			0			306			0	
Critical Volume for Approach		606			382			306			33	
Critical Volume for Direction		606						306				
Intersection Critical Volume	**912**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ SEMINOLE PRATT WHITNEY ROAD

Input Data

Growth Rate = 0.50% Peak Season = 1.04 Current Year = 2012 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 (4/26/12)	10	183	55	329	610	4	10	108	92	78	18	214
Peak Season Volume	10	190	57	342	634	4	10	112	96	81	19	223
Bkgd (Growth + Exist)	12	213	64	384	712	5	12	126	107	91	21	250
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	30	7	4	41	0	0	0	0	7	0	2
% Project Traffic		32.0%		22.0%	32.0%							22.0%
Direction		In		Out	Out							In
Project Traffic		215		377	548							148
Total	**12**	**458**	**71**	**765**	**1,301**	**5**	**12**	**126**	**107**	**98**	**21**	**400**
Approach Total		**541**			**2,071**			**245**			**519**	

Critical Volume Analysis

No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Per Lane Volume	12	229	71	382	650	5	12	126	107	98	21	200
Right on Red			60			60			60			60
Overlaps Left			98			12			12			382
Adj. Per Lane Volume	12	229	0	382	650	0	12	126	35	98	21	0
Through/Right Volume		229			650			126			21	
Opposing Left Turns		382			12			98			12	
Critical Volume for Approach		612			662			224			33	
Critical Volume for Direction		662						224				
Intersection Critical Volume	**886**											
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 (4/26/12)	60	554	63	205	302	13	2	33	29	67	76	304
Peak Season Volume	62	576	66	213	314	14	2	34	30	70	79	316
Bkgd (Growth + Exist)	70	646	73	239	352	15	2	38	34	78	89	355
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	0	103	12	9	90	0	0	0	0	12	0	10
% Project Traffic		32.0%		22.0%	32.0%							22.0%
Direction		In		Out	Out							In
Project Traffic		525		245	356							361
Total	**70**	**1,274**	**85**	**493**	**798**	**15**	**2**	**38**	**34**	**90**	**89**	**726**
Approach Total		**1,429**			**1,306**			**74**			**905**	

Critical Volume Analysis

No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	2
Per Lane Volume	70	637	85	247	399	15	2	38	34	90	89	363
Right on Red			60			60			60			60
Overlaps Left			90			2			70			247
Adj. Per Lane Volume	70	637	0	247	399	0	2	38	0	90	89	56
Through/Right Volume		637			399			38			89	
Opposing Left Turns		247			70			90			2	
Critical Volume for Approach		884			469			128			91	
Critical Volume for Direction		884						128				
Intersection Critical Volume	**1,012**											
STATUS?	**UNDER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ ROYAL PALM BEACH BOULEVARD

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2012 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 (2/21/12)	79	201	210	523	352	208	184	1,266	81	126	578	226
Peak Season Volume	79	201	210	523	352	208	184	1266	81	126	578	226
Bkgd (Growth + Exist)	89	225	236	587	395	233	206	1420	91	141	648	253
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	3	3	10	18	3	0	0	67	3	18	104	24
% Project Traffic	1.0%					3.0%	3.0%	16.0%	1.0%		16.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	7					20	51	274	17		108	
Total	**99**	**228**	**246**	**605**	**398**	**253**	**257**	**1,761**	**111**	**159**	**860**	**277**
Approach Total	**573**			**1,256**			**2,129**			**1,296**		

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Per Lane Volume	99	114	246	202	398	253	129	587	111	80	430	139
Right on Red			60			60			60			60
Overlaps Left			80			129			99			202
Adj. Per Lane Volume	99	114	106	202	398	65	129	587	0	80	430	0
Through/Right Volume	114			398			587			430		
Opposing Left Turns	202			99			80			129		
Critical Volume for Approach	316			497			667			559		
Critical Volume for Direction	497						667					
Intersection Critical Volume	**1,164**											
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 (2/21/12)	186	436	144	445	328	178	255	691	60	214	1,296	479
Peak Season Volume	186	436	144	445	328	178	255	691	60	214	1296	479
Bkgd (Growth + Exist)	209	489	162	499	368	200	286	775	67	240	1454	537
SR-7 Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects	5	5	27	41	5	0	0	171	5	22	156	38
% Project Traffic	1.0%					3.0%	3.0%	16.0%	1.0%		16.0%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	16					49	33	178	11		263	
Total	**230**	**494**	**189**	**540**	**373**	**249**	**319**	**1,124**	**83**	**262**	**1,873**	**575**
Approach Total	**913**			**1,162**			**1,526**			**2,710**		

Critical Volume Analysis

No. of Lanes	1	2	1	3	1	1	2	3	1	2	2	2
Per Lane Volume	230	247	189	180	373	249	159	375	83	131	936	288
Right on Red			60			60			60			60
Overlaps Left			131			159			230			180
Adj. Per Lane Volume	230	247	0	180	373	30	159	375	0	131	936	48
Through/Right Volume	247			373			375			936		
Opposing Left Turns	180			230			131			159		
Critical Volume for Approach	427			603			506			1095		
Critical Volume for Direction	603						1095					
Intersection Critical Volume	**1,698**											
STATUS?	**OVER**											

Palm Beach County Intersection Analysis

MINTO WEST/CALLERY-JUDGE TRAFFIC ANALYSIS - RESTRICTED ACCESS

Programmed Geometry and Future Volumes

OKEECHOBEE BOULEVARD @ SR 7

Input Data

Growth Rate = 0.50% Peak Season = 1.00 Current Year = 2013 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 (1/29/13)	354	193	419	648	667	16	41	2,172	463	469	688	113
Peak Season Volume	354	193	419	648	667	16	41	2172	463	469	688	113
Bkgd (Growth + Exist)	395	215	468	723	744	18	46	2424	517	523	768	126
Roebuck Diversions	0	60	-60	-327	129	229	441	-441	0	-129	-229	-50
SR-7 Diversions	-80	80	0	60	20	0	0	-60	-20	0	-240	240
Approved Projects	47	28	94	31	47	0	0	180	81	80	102	21
% Project Traffic	1.0%					2.0%	2.0%	12.5%	1.0%		12.5%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	7					13	34	214	17		84	
Total	**369**	**383**	**502**	**487**	**940**	**260**	**521**	**2,317**	**595**	**474**	**485**	**337**
Approach Total		**1,254**			**1,687**			**3,433**			**1,296**	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Per Lane Volume	123	192	251	244	313	260	260	579	297	158	121	337
Right on Red			60			60			60			60
Overlaps Left			158			260			123			244
Adj. Per Lane Volume	123	192	33	244	313	0	260	579	114	158	121	33
Through/Right Volume		192			313			579			121	
Opposing Left Turns		244			123			158			260	
Critical Volume for Approach		436			436			737			381	
Critical Volume for Direction		436						737				
Intersection Critical Volume						**1,173**						
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 (1/29/13)	899	717	333	195	328	28	91	907	567	683	1,774	469
Peak Season Volume	899	717	333	195	328	28	91	907	567	683	1774	469
Bkgd (Growth + Exist)	1003	800	372	218	366	31	102	1012	633	762	1980	523
Roebuck Diversions	0	64	-64	-77	141	421	441	-441	0	-141	-421	-330
SR-7 Diversions	-30	30	0	210	70	0	0	-210	-70	0	-90	90
Approved Projects	118	78	125	62	64	0	0	269	92	141	331	69
% Project Traffic	1.0%					2.0%	2.0%	12.5%	1.0%		12.5%	
Direction	In					In	Out	Out	Out		In	
Project Traffic	16					33	22	139	11		205	
Total	**1,107**	**972**	**433**	**413**	**641**	**485**	**565**	**769**	**666**	**762**	**2,005**	**682**
Approach Total		**2,512**			**1,539**			**2,000**			**3,449**	

Critical Volume Analysis

No. of Lanes	3	2	2	2	3	1	2	4	2	3	4	1
Per Lane Volume	369	486	216	206	214	485	282	192	333	254	501	682
Right on Red			60			60			60			60
Overlaps Left			254			282			369			206
Adj. Per Lane Volume	369	486	0	206	214	143	282	192	0	254	501	416
Through/Right Volume		486			214			192			501	
Opposing Left Turns		206			369			254			282	
Critical Volume for Approach		692			583			446			783	
Critical Volume for Direction		692						783				
Intersection Critical Volume						**1,475**						
STATUS?						**OVER**						

R2009 0340

INTERLOCAL AGREEMENT

THIS AGREEMENT is made this_____ day of FEB 2 4 2009 2009, between **PALM BEACH COUNTY**, a political subdivision in the State of Florida (hereafter referred to as "COUNTY") and **INDIAN TRAIL IMPROVEMENT DISTRICT**, an independent special district of the State of Florida (hereafter referred to as "ITID").

W I T N E S S E T H:

WHEREAS, COUNTY is nearing completion of construction of the Reliever Road from Okeechobee Boulevard to Persimmon Boulevard (hereafter referred to as the "PROJECT"); and

WHEREAS, COUNTY previously applied for a permit from ITID to connect the PROJECT to ITID maintained roadways; and

WHEREAS, COUNTY filed a lawsuit against ITID in the Fifteenth Judicial Circuit, case styled Palm Beach County v. Indian Trail Improvement District, Case No. 50-2006CA013222XXXXMB, alleging that ITID had failed to render a decision to issue a permit for the PROJECT; and

WHEREAS, ITID has approved COUNTY'S permit application and will issue a Special Permit to COUNTY including certain Traffic Calming Devices upon ITID roadways (hereafter referred to as the "PERMIT"), subject to the conditions set forth in the attached **Exhibit "A"**; and

WHEREAS, ITID has identified within the PERMIT specific conditions that require a one (1) time payment by COUNTY to offset the impacts of construction of the PROJECT on ITID-maintained roadways, facilities and infrastructure; and

WHEREAS, ITID will be solely responsible for the perpetual maintenance of any infrastructure improvements constructed within its jurisdiction resulting from the one (1) time COUNTY payment defined herein; and

WHEREAS, ITID will design and deliver to COUNTY plans for six (6) traffic calming devices at locations on ITID-maintained roadways leading to the PROJECT (hereafter the "Traffic Calming Devices"); and

WHEREAS, COUNTY will construct Traffic Calming Devices upon the two (2) ITID-maintained roadways, the perpetual maintenance of which will be the sole responsibility of ITID; and

WHEREAS, COUNTY and ITID desire to avoid the expense and time of litigation by entering into an Interlocal Agreement to resolve their differences regarding the PROJECT; and

WHEREAS, COUNTY and ITID are authorized to enter into this Interlocal Agreement (hereafter, the "AGREEMENT") pursuant to Section 163.01 of the Florida Statues, as amended, which allows local governmental units to make the most efficient use of their powers by enabling them to cooperate on a basis of mutual advantage.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and agreements herein contained, the parties agree as follows:

Section 1. Incorporation of Facts: The above recitals are true, correct and are incorporated herein.

Section 2. COUNTY's Obligations:

The COUNTY agrees to:

A. Complete construction of the PROJECT in accordance with the plans referenced by County Project #1998500, dated April 21, 2008, which construction shall be completed within ninety (90) days from the Effective Date of this AGREEMENT.

B. Pay ITID the sum of **FOUR HUNDRED NINETY THOUSAND AND 00/100 ($490,000.00)**, to offset the impacts of construction of the PROJECT on ITID maintained roadways, facilities or infrastructure as required to comply with the conditions of the PERMIT. This payment shall be made upon the occurrence of the events provided in **Section 3.A**, below. The COUNTY'S obligation to offset the impacts of construction of the PROJECT on ITID–maintained roadways, facilities and infrastructure is limited to this payment, and, unless otherwise expressly provided herein, once payment is made, the COUNTY shall have no further obligation to compensate ITID or any other person or entity for the impacts of constructing the PROJECT, except as otherwise provided herein.

C. Construct the following identified Traffic Calming Devices upon ITID-maintained roads at the following locations:

(1) **West Approach to the PROJECT along Orange Grove Boulevard**:

(a) At the Intersection of Orange Grove Boulevard and 110th Avenue North: **A "Speed Table".**

(b) At the Intersection of Orange Grove Boulevard and the "A" Canal: **A "Traffic Dot".**

(c) At the Intersection of Orange Grove Boulevard and Mango Boulevard: **A "Speed Table".**

(2) **West Approach to the PROJECT Along Persimmon Boulevard:**

(a) At the Intersection of Persimmon Boulevard and 110th Avenue North: **A "Speed Table".**

(b) At the Intersection of Persimmon Boulevard and the "A" Canal: A "Traffic Dot".

(c) At the Intersection of Persimmon Boulevard and Mango Boulevard: A "Speed Table".

(3) The design of "Speed Tables:" and "Traffic Dots" shall be determined by the mutual agreement of the COUNTY and ITID.

(4) Construction of the Traffic Calming Devices will be completed prior to opening the PROJECT to public use.

D. File a Notice of Dismissal With Prejudice of its lawsuit styled **PALM BEACH COUNTY V. INDIAN TRAIL IMPROVEMENT DISTRICT**, Case No. 50-2006CA013222XXXXMB at the time of delivery of the PERMIT, as provided in Section 3.A, below. Each party will bear its own costs, fees, and expenses resulting from the lawsuit.

E. Continue diligently to support the prioritized construction of a new road linking the PROJECT from Persimmon Boulevard to Northlake Boulevard. This approximately 3.5 mile segment is similar in length to the segment of the PROJECT between Okeechobee Boulevard and Persimmon Boulevard. Such support shall be at the

Palm Beach County Metropolitan Planning Organization (MPO), the state legislature and the national (Congress and Federal Highway Administration) levels, as well as in other appropriate venues. The COUNTY will also support applying funds currently identified for 60th Street North and the intersection of 60th Street North and Royal Palm Beach Boulevard towards this new road if replacement monies can be guaranteed from (an)other funding source(s). Such replacement monies would have to be repaid to the COUNTY within five (5) years of the County's contribution to construction of the new road.

F. Install no infrastructure improvements between 110th Avenue North and the PROJECT that would obstruct ITID's right-of-way. Any such obstructions shall be removed and/or relocated at the COUNTY's expense immediately upon ITID's request.

G. Assume maintenance responsibility for the extension eastward of Orange Grove Boulevard from its connection at 110th Avenue North to the PROJECT

Section 3. ITID's Obligations:

ITID agrees to:

A. Issue and deliver to COUNTY the PERMIT for the PROJECT concurrently with the occurrence of the following two (2) events:

(1) Delivery to ITID of the payment identified in Section 2.B, above; and

(2) Delivery to ITID of proof of dismissal with prejudice of the COUNTY lawsuit identified in Section 2.D, above.

B. Assume responsibility for the perpetual maintenance of the Traffic Calming Devices following their completion, and be solely responsible for obtaining and complying with all necessary permits, approvals, and authorizations from any federal, state, regional, or COUNTY agency that are required for their subsequent maintenance.

C. Install no facilities or infrastructure on Orange Grove Boulevard or Persimmon Boulevard between Royal Palm Beach Boulevard and the PROJECT that would obstruct traffic from or to the PROJECT. Any such obstructions shall be removed and/or relocated at ITID's expense immediately upon COUNTY's request.

D. Assume sole responsibility for design, bidding, contract preparation, and contract administration (including payment(s) to contractor[s]), for any improvements (excluding the Traffic Calming Devices) resulting from the County's payment to ITID identified in **Section 2.B**, above (hereafter referred to collectively as the "ITID Improvements"). ITID Improvements will be constructed in compliance with all applicable governmental laws and regulations (including applicable governmental landscaping codes and permitting requirements), and requirements for the selection of contractors.

E. Assume sole responsibility for perpetual maintenance of the ITID Improvements and Traffic Calming Devices following their completion, and for obtaining and complying with all necessary permits, approvals, and authorizations.

F. Abide by all laws, orders, rules and regulations and comply with all applicable governmental codes in the maintenance and replacement of the ITID Improvements.

G. Prepare and deliver to COUNTY the design plans for the Traffic Calming Devices.

Section 4. Effective Date and Term:

A. This AGREEMENT shall take effect upon execution by both parties (the "Effective Date").

B. This AGREEMENT shall remain effective for such time as the PERMIT remains in effect (the "Term").

C. The COUNTY shall have no obligation for any costs incurred by ITID after the occurrence of payment and completion and acceptance of the Traffic Calming Devices by ITID in accordance with their plans as provided in the PERMIT, unless the time for completion of the PROJECT is extended by modification of this AGREEMENT in the manner provided herein.

Section 5. Independent Contractor: ITID acknowledges that it is merely a recipient of COUNTY funding and, as such, is an independent contractor and not an agent or servant of COUNTY or its Board of County Commissioners. ITID further acknowledges that the COUNTY's duty under this AGREEMENT is limited to contributing the identified funds to ITID that ITID will use to construct the ITID Improvements. COUNTY shall exercise no control over or responsibility for the ITID Improvements. In the event a claim or lawsuit is brought against COUNTY, its officers, employees, servants or agents, arising from or relating to the ITID Improvements or any matter that is the responsibility of ITID under this AGREEMENT, ITID will indemnify and hold harmless the COUNTY in the manner and to the extent set forth in **Section 6,** below.

Section 6. Hold Harmless and Indemnification: The parties hereto agree, to the extent permitted by law to:

(A) indemnify, save and hold harmless the other, their officers, employees, servants or agents, and to defend said persons from any such claims, liabilities, causes of action and judgments of any type whatsoever arising out of or relating to the negligent or

wrongful acts or omissions of each relating to their obligations under this AGREEMENT; and

(B) be responsible for their own costs, attorney's fees and expenses in connection with such claims, liabilities or suits except as may be incurred due to the negligent performance of this Agreement by the negligent party. The forgoing indemnity shall survive the termination or expiration of this AGREEMENT. A party shall not be deemed to assume any liability for the negligent or wrongful acts, or omissions of the other party (or parties). Nothing contained herein shall be construed as a waiver by the parties of the liability limits established in Section 768.28, Florida Statutes.

Section 7. Convicted Vendors' List: As provided in Section 287.132-133, F.S.., by entering into this AGREEMENT or performing any improvements in furtherance hereof, ITID certifies that its affiliates, suppliers, sub-contractors, and consultants who perform work hereunder, have not been placed on the convicted vendor list maintained by the State of Florida Department of Management Services within thirty-six (36) months immediately preceding the Effective Date hereof. This notice is required by Section 287.133(3)(a), F.S.

Section 8. Termination of AGREEMENT:

A. In the event either party fails to comply with any provision of this AGREEMENT, then the damaged party may exercise any and all rights available to it, including termination of the AGREEMENT following the notice to the other party provided in Section 16, below.

B. A party shall not be relieved of liability to the other party for damages sustained by virtue of any breach of the contract.

C. The COUNTY will be entitled to have ITID undertake the following actions:

(1.) Repayment or return to the COUNTY of any sums of money equal to the funds received by it pursuant to this AGREEMENT; or

(2.) Repayment or return to the COUNTY such lesser sum that the COUNTY has determined to be appropriate, in its sole discretion, plus all administrative costs and expenses incurred by the COUNTY, whether direct or indirect, related to the AGREEMENT.

D. In addition, the damaged party shall not be limited to the exercise of the foregoing actions, but shall have the right to exercise any other remedy available to it at law, in equity, or under this AGREEMENT.

Section 9. Prohibition of Discrimination: COUNTY and ITID agree that no person shall be discriminated against in performance of the AGREEMENT on the grounds of race, color, national origin, sexual orientation, gender identity and expression, religion or creed, sex, age, or handicap.

Section 10. Severability: In the event that any section, paragraph, sentence, clause, or provision hereof is held invalid by a court of competent jurisdiction, such holding shall not affect the remaining portions of this AGREEMENT and the same shall remain in full force and effect.

Section 11. Notices: All notices required to be given under this AGREEMENT shall be in writing, and deemed sufficient to each party when sent by United States Mail, postage prepaid, to the following:

As to the County: Tanya N. McConnell, P.E.
Deputy County Engineer
2300 North Jog Road; 3rd Floor East
West Palm Beach, FL 33411

As to the ITID: Chris King, District Administrator
Indian Trail Improvement District
13476 61st Street North
West Palm Beach, FL 33412

With copies to: Mary M. Viator, Esq.
Caldwell Pacetti Edwards Schoech & Viator LLP
One Clearlake Centre
250 South Australian Avenue, Suite 600
West Palm Beach, Florida 33401

Section 12. Governing Law: This AGREEMENT shall be construed and governed by the laws of the State of Florida. Any and all legal actions necessary to enforce this AGREEMENT shall be held in Palm Beach County. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every other remedy shall be cumulative and in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy shall preclude any other or further exercise thereof.

Section 13. Enforcement Costs: Any costs or expenses (including reasonable attorney's fees) associated with the enforcement of the terms and conditions of this AGREEMENT shall be borne by the respective parties; provided, however, that this clause pertains only to the parties to the AGREEMENT.

Section 14. Entirety of Contract and Modifications: The COUNTY and ITID agree that this AGREEMENT sets forth the entire agreement between them, and that there are no promises or understandings other than those stated herein. No

modification, amendment, or alteration in the terms or conditions contained herein shall be effective unless contained in a written document executed with the same formality and equality of dignity herewith.

Section 15. Notices of Accidents, Injuries and Suits:

A. In the event of an accident or claim arising from or related to the ownership or use of the ITID Improvements, ITID agrees to immediately notify its insurer and the COUNTY of such accident or injury. Upon the request of the COUNTY, ITID will provide all information relative to the accident or injury.

B. ITID agrees to fully cooperate with the COUNTY, and their respective officers, employees, servants or contractors, in any investigation that may be conducted and the defense of any claim or suit in which the COUNTY may be named. ITID shall do nothing to impair or invalidate any applicable insurance coverage.

Section 16. Default: The parties expressly covenant and agree that in the event any of the parties is in default of its obligations under this AGREEMENT, the parties not in default shall provide to the defaulting party thirty (30) days written notice before exercising any of their rights.

Section 17. Joint Preparation: The preparation of this AGREEMENT has been a joint effort of the parties, and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

Section 18. Assignment: Neither this AGREEMENT nor any interest therein shall be assigned, transferred or otherwise encumbered, in whole or in part, without the

prior written consent of the other party, except that no prior written consent is necessary to transfer the PROJECT to the Florida Department of Transportation.

Section 19. No Waiver: No waiver of any provisions of the AGREEMENT shall be effective unless it is in writing, signed by the party against who it is asserted, and any such written waiver shall only be applicable to the specific instance to which it relates and shall not be deemed a continuing or future waiver.

Section 20. Captions: The captions and section designations herein set forth are for convenience only and shall have no substantive meaning.

Section 21. Survivability: Any provision of this AGREEMENT which is of a continuing nature or imposes an obligation which extends beyond the term of this AGREEMENT, shall survive its expiration or earlier termination.

Section 22. Public Records: ITID shall maintain adequate records to justify all charges, expenses, and costs incurred in constructing the ITID Improvements for at least three (3) years after the completion of such PROJECT. COUNTY shall have access during normal business hours to all books, records and documents as required for the purpose of inspection or audit.

Section 23. Filing with Clerk: A copy of this AGREEMENT shall be filed with the Clerk of the Circuit Court in and for Palm Beach County, Florida.

Section 24. Time of the Essence: Time is of the essence with respect to all provisions of this AGREEMENT that specifya time for performance; provided however that the foregoing shall not be construed to limit or deprive a party of the benefits of any grace period allowed in this AGREEMENT.

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IN WITNESS WHEREOF, the parties have executed this AGREEMENT on the dates indicated below.

Executed by **COUNTY** this _____ day of FEB 2 4 2009, 2009.

R2009. 0340

ATTEST:

SHARON R. BOCK
CLERK & COMPTROLLER

By: _____
Deputy Clerk

(COUNTY SEAL)

PALM BEACH COUNTY, FLORIDA, BY ITS BOARD OF COUNTY COMMISSIONERS

By: _____
John F. Koons, Chairman

APPROVED AS TO FORM AND LEGAL

By: _____
Assistant County Attorney

APPROVED AS TO TERMS AND CONDITIONS

By: _____

Date: 2/23/09

Executed by **ITID** this 11th day of February, 2009

INDIAN TRAIL IMPROVEMENT DISTRICT BY ITS BOARD OF SUPERVISORS

By: _____ By: _____

Secretary President

(DISTRICT SEAL)

EXHIBIT "A"

THE ITID PERMIT

[ATTACH ITID PERMIT FORM]

SPECIAL PERMIT

THIS PERMIT, granted this _____ day of _____, 2009, by Indian Trail Improvement District, hereinafter referred to as the "District", 13476 61st Street North, West Palm Beach, Florida 33412, to Palm Beach County, hereafter referred to as the "Permittee", is a non-exclusive permit for: (1)roadway connections located at the intersections of the Reliever Road and Orange Grove Boulevard and the Reliever Road and Persimmon Boulevard; and (2) certain Traffic Calming Devices on Orange Grove Boulevard and Persimmon Boulevard, as shown on the plans and specifications attached hereto and made a part hereof.

WITNESSETH:

1. Permittee agrees to obtain any necessary consents from the owners of the subject property, in the event the District does not own said lands; to obtain any and all applicable federal, state and local permits required in connection with Permittee's use of the land; and at all times, to comply with all requirements of all federal, state and local laws, ordinances, rules and regulations applicable or pertaining to the use of the lands by Permittee pursuant to this Permit.

2. Permittee understands and agrees that the use of the property pursuant to this Permit is subordinate to the rights and interest of the District and to the extent applicable, that of the landowner. Further, Permittee does hereby stipulate that the Permittee is not relying upon any representations by the District whatsoever regarding the District's right, title or ownership as to the subject property for which this Permit is sought.

3. District specifically reserves the right to maintain its facilities located on the property; to make improvements; add additional facilities; maintain, construct or alter roads; maintain any facilities, devices or improvements on the property which aid in, or are necessary to, District operation; and the right to enter upon the lands at all times for such purposes. Permittee understands that in the exercise of such rights and interest, the District, from time to time, may require Permittee to relocate, alter or remove its facilities and equipment or other improvements made by Permittee pursuant to this Permit which interfere with or prevent the District, in its reasonable opinion, from properly and faithfully constructing, improving and maintaining its facilities. District retains the right to enter upon the lands and make said relocation, alterations or removal of Permittee's facilities, equipment and other improvements if Permittee fails to do so within a reasonable time; and Permittee hereby agrees to reimburse District for all its costs and expenses incurred in connection therewith upon demand.

4. Permittee agrees that it will not use the property in any manner which materially interferes with the District's use of lands or causes a hazardous condition to exist.

5. The District assumes no responsibility for the ownership, operation and/or maintenance of the Reliever Road connections permitted herein. Upon completion and acceptance, the District will assume responsibility for the ownership, operation and/or maintenance of the Traffic Calming Devices permitted herein.

6. Permittee shall adhere to the General and Special Conditions attached hereto and made a part hereof.

7. Permittee shall, at its own expense, promptly repair or replace any and all damage to the facilities, roads and rights-of-way of the District resulting from the installation, operation, maintenance, repair or removal of the above, and restore same to a condition substantially equal to that which existed immediately prior to infliction of the damage.

8. Permittee shall, at its own expense, promptly repair or replace any and all damage to the facilities of others resulting from the installation, operation, maintenance, repair or removal of the above and restore same to a condition substantially equal to that which existed immediately prior to infliction of the damage.

9. Permittee shall, at its own expense, upon ninety (90) days written notice to Permittee from the District, remove or relocate any facility of the Permittee that is found by the District to be interfering in any material way with the safe, convenient or continuous use, maintenance or repair of any District facility or road. Failure or neglect of the Permittee to remove or relocate such facility within the allocated time may result in District's removal or relocation of said facility, wherein the Permittee shall promptly pay the District for all District expenses incurred by such removal or relocation.

10. Permittee shall, at its own expense and within a reasonable time, adjust the positions and elevations of its facilities as may be required in connection with future improvements to, or construction of, works of the District.

11. To the extent permitted by law, Permittee does hereby indemnify and hold harmless the District, its Board of Supervisors, officers and personnel against any claims, losses, damages (including consequential), expenses, or legal fees that might arise out of, or result from the County's negligent performance and/or the implementation of the proposed project of the Permittee.

12. If Permittee shall violate any of the terms or conditions of this Permit, or shall not correct or remedy same within thirty (30) days of receiving written notice from the Board of Supervisors of the District or its duly authorized representative, then, and in that event, said Board of Supervisors may, at its option, revoke, cancel and terminate this Permit.

13. This Permit may not be assigned without prior written approval of the Board of Supervisors of the District.

14. Permittee shall reimburse the District for its legal, engineering and other expenses incurred as a result of the implementation of the project.

15. If either Party hereto is required to bring a court action to enforce the provisions of this Permit, the non-prevailing party in such action shall be responsible for all reasonable expenses, including, but not limited to, attorney's fees and litigation expenses.

16. This permit for construction shall expire 2 years from the date of issuance. An extension of 1 year may be granted by the District Administrator upon receipt of a written request. Further extensions require Board approval.

INDIAN TRAIL IMPROVEMENT DISTRICT

WITNESSES:

By: _____ Date: _____

_____

Name Typed: _____

_____

Title: _____

President, Board of Supervisors

PERMITTEE: _____

WITNESSES:

By: _____ Date: _____

_____

Name Typed: _____

_____

Address: _____

_____

Note: The District assumes no responsibility for the ownership, operation and/or maintenance of the facilities permitted herein.

PERMIT INFORMATION

OWNER

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

ATTORNEY

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

ENGINEER

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

OTHER REPRESENTATIVE/PROFESSIONAL

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

GENERAL CONDITIONS

A. GENERAL

1. This Permit does not constitute a waiver or approval of any other permit from other agencies which may be required for the total project.

2. Notification shall be given to the District Engineer forty-eight (48) hours prior to commencement of construction. The District Engineer shall establish points of construction that require inspection, if any. When the work is deemed completed, a final inspection shall be held by the District Engineer in the presence of a representative of the Permittee.

3. The installation shall be constructed in full accordance with the approved plans and specifications. Deviations from the plans shall be coordinated with the office of the District Engineer.

4. When working in District road rights-of-way, not more than one-half (1/2) of the road or street shall be closed and traffic shall be controlled so as to provide minimum hindrance. All traffic control operations shall conform to the most current issue of the Florida Department of Transportation publication, Manual on "Traffic Controls and Safe Practices for Street and Highway Construction, Maintenance and Utility Operations".

5. The Permittee shall protect the District against liability, public or private, resulting from their operation hereunder. The District Engineer is deemed the final authority as to the quality and quantity of work required to satisfy the terms and conditions of the Permit.

6. This Permit shall not be construed as a representation that the District has sole authority with respect to the pertinent property.

7. Upon completion of the installation and after the final inspection, THE PERMITTEE SHALL DELIVER TO THE DISTRICT OFFICE ONE COMPLETE SET OF "RECORD DRAWINGS" TO INCLUDE ONE COMPLETE PAPER AND AN ELECTRONIC VERSION IN A FORMAT ACCEPTABLE TO THE DISTRICT ENGINEER. FAILURE TO PROVIDE RECORD DRAWINGS MAY RESULT IN THE REVOCATION, CANCELLATION AND TERMINATION OF THIS PERMIT.

8. Roadway Pavement replacement shall be in accordance with the "Typical Roadway Pavement Replacement Detail".

9. If, within one (1) year after the date of District acceptance of the pavement

replacement, any work covered under this Permit is found to be defective by the District, Permittee shall promptly, without cost to the District and in accordance with the District's written instructions, either correct such defective work, or, if it has been rejected by the District, remove it from the site and replace it with non-defective work. If Permittee does not completely comply with the terms of such instructions, or in an emergency where delay would cause serious risk of loss or damage, District may have the defective work corrected, or rejected work removed and replaced, and all direct and indirect costs of such removal, replacement or correction, including compensation for additional professional services, shall be paid by the Permittee.

10. Permittee agrees not to cause or permit the Property to be used for the generation, handling, storage, transportation, disposal or release of any Hazardous Materials, except as exempted or permitted under applicable Environmental Laws, and Permittee shall not cause or permit the property, or any activities conducted thereon, to be in violation of any applicable Environmental Laws. Permittee agrees to indemnify the District and hold the District and its directors, officers, employees, successors and assigns harmless from and against any and all claims, losses, damages, liabilities, fines, penalties, charges, interest, administrative or judicial proceedings and order, judgments, remedial action, requirements, enforcement actions of any kind, and all costs and expenses incurred in connection therewith, directly or indirectly resulting in whole or in part from Permittee's violation of any Environmental Laws applicable to the Property, or any activity conducted thereon caused by Permittee or its employees, agents, licensees, invitees, guests or any other party under Permittee's control, or from any use, generation, handling, storage, transportation, disposal or release of Hazardous Materials or in connection with the Property caused by Permittee or its employees, agents, licensees, invitees, guests, or any other party under Permittee's control, or any contamination, detoxification, closure, cleanup or other remedial measure required under any Environmental Laws as a result thereof. All sums paid and costs incurred by the District with respect to the foregoing matters shall be payable by Permittee as additional permit fees hereunder.

11. All necessary provisions shall be taken to insure compliance with the water quality standards of the State of Florida. Attention is called to Chapter 17-3, Florida Administrative Code, and in particular, the requirements that turbidity shall not exceed 29 Nephelometric Turbidity Units above background level. Adequate silt containment procedures and equipment shall be used to control turbidity at all times. Water samples to be taken upstream and downstream prior to construction and during construction daily and made available to the District at their request.

12. The Permittee shall be obligated throughout the term of this Permit to provide insurance coverage in accordance with the attached exhibit titled "Insurance Coverage".

B. UNDERGROUND UTILITIES

1. All underground utilities shall have a minimum cover of forty-two (42") inches below profile grade of District waterways and thirty (30") inches below profile grade of District roadways.

2. All utility installations shall maintain a minimum clearance of twelve (12") inches, either over or under culverts and shall be protected; however, other depths may be specified by the District Engineer.

3. The roadway right-of-way, in its entirety, shall be left in as good a condition as that which existed before construction. A mutual inspection shall be made of all existing facilities within the construction area no later than twenty-four (24) hours before the work begins.

4. All installations shall be constructed in a workmanlike manner:
   a. Trenches shall be refilled in a thoroughly compacted manner so that no future settling will occur.
   b. The Permittee shall, at the request of the District Engineer or his duly authorized representative, submit copies of density reports of density determinations by an independent testing laboratory when paved roadway surfaces have been cut. If density reports are requested, they shall be furnished prior to final inspection.
   c. The finished surface of the excavated area shall be replaced with the same type materials as existed when the work began, such as sod for sod; shell for shell, etc.

5. Where fill, slopes, shoulders and/or ditches are disturbed, they shall be stabilized as directed by the District Engineer or his duly authorized representative, in a manner that will afford protection against erosion.

6. All pavement crossings, if made subsequent to final placement of base material and pavement surface, shall be made by jacking, boring or augering, and shall contain an adequate casing if required by the District Engineer.

SPECIAL CONDITIONS

1. Permittee shall prevent on-site erosion and sediment from leaving the site during construction. At completion of construction, all non-paved areas shall be sodded.

2. All drainage pipe and installation thereof shall conform to the requirements of Florida DOT specifications, latest applicable sections to date.

3. The requirements for pipe backfill shall be as defined in Florida DOT specifications (AASHTO T-99 or T-180). Permittee shall provide adequate equipment for the removal of storm or subsurface waters which may accumulate in the excavated areas, and provide protection against soil erosion.

4. Permittee shall forward all test results to the District Engineer.

5. Permittee shall comply with all conditions imposed by the District and/or other governing agencies, including but not limited to the following:

   a. Permittee shall utilize best management practices at each storm inlet in accordance with the final approved plans.

   b. Permittee shall construct stormwater treatment facilities in accordance with the existing South Florida Water Management District permit. A copy of such permit shall be provided to the District.

6. Permittee shall insure that quantity of stormwater discharged into the District's canal will not cause erosion of the canal bank. If such discharge does cause erosion, Permittee shall be responsible, at its sole cost and expense, to maintain and repair said canal bank.

7. If the works of the Permittee require the obtaining of an Environmental Protection Agency NPDES Permit, then the Permittee shall be required to obtain the appropriate NPDES Permit and provide a copy of the NPDES Permit and NPDES stormwater pollution prevention plan to both Palm Beach County and the District prior to commencement of the subject works.

8. The Permittee shall be required to: (a) implement a maintenance program for the permitted works, (b) carry out an annual inspection of the permitted works and (c) following inspection, have an inspection report prepared by a qualified professional. The Permittee shall be responsible for retaining a copy of said inspection report and providing a copy of same to the District by February 1st of each year.

9. If any of the works which are the subject of this Permit are conveyed, assigned, transferred, gifted to any third party or are operated by a third party, then the Permittee shall be obligated to provide a copy of this Permit and its conditions to said successor,

assign or operating entity. Further, such successor, assign or operating entity shall be obligated to comply with all of the conditions of this Permit including, without limitation, implementation of the above mentioned maintenance program and the provision of the annual inspection report to the District.

10. If any act of negligence, omission or commission by the Permittee or third party operator should adversely affect Palm Beach County's obligations under the County's NPDES Permit, then Permittee shall within forty-eight hours following receipt of written notice by the District of such act promptly cease and rectify same, otherwise this Permit shall be immediately suspended until such time as reinstated by the District in writing.

11. Permittee shall be solely responsible for ensuring that all stormwater discharge meets the applicable water quality standards. In the event that the discharge does not meet such standards, Permittee must disconnect the stormwater inlet and shall be prohibited from discharging into the District's canal.

12. If Permittee fails to abide by Palm Beach County's NPDES Permit, the applicable water quality standards, or any of the conditions set forth herein, and fails to remedy same within ten (10) business days from the date of receipt of such notice of violation by the District, then the District shall have the right but not the obligation to initiate such remedial activity as the District deems necessary and appropriate. Any and all costs so incurred by the District shall be paid by the Permittee to the District within ten business days following receipt of a District invoice for same and if not paid the District may thereafter revoke this Permit without further notice or hearing.

13. The applicant shall submit a traffic study for review and approval by the District or by an independent Traffic Engineering Firm hired by ITID and paid for by Palm Beach County that considers alternatives with potential connection scenarios. At a minimum, the alternatives must consider:

- No-build;
- An alternative with only connections to Persimmon and Orange Grove Boulevards;
- An alternative with an additional connection south of 40th Street North, and
- An additional connection at 60th Street North.

Such study satisfactory to the district shall meet all of the standard requirements and have all the information contained in a typical traffic study that addresses the requirements of the County's Traffic Performance Standards (TPS) Ordinance. The study shall use the same or similar methodology to that used in a TPS traffic study. The County's adopted Transportation Model shall be used as the methodology to determine traffic diversions.

The study shall identify traffic volume forecasts and levels of service at intersections within the Acreage that will be affected by the Reliever Road and Connection

Alternatives, including at a minimum, the following intersections:

Northlake/Coconut	Coconut/Orange Grove	Coconut/40th
Coconut/Orange	Coconut/Persimmon	Royal Palm Beach (RPB)/40th
RPB/Orange Grove	RPB/Persimmon	RPB/60th
RPB/Orange		

14. Mitigation measures identified in the approved study for intersections projected to operate below Level of Service "D" shall be implemented and funded by the applicant in a manner acceptable to the District.

15. The intersection of the Reliever Road at Persimmon Boulevard must be redesigned to its ultimate configuration. That is, Persimmon is to be extended east to the Reliever Road and be a "T" intersection.

16. The Permittee shall provide, at its expense, illumination at intersections between the Reliever Road and Royal Palm Beach Boulevard for both Persimmon and Orange Grove Boulevards. These lights shall be similar to those at other locations funded by the County within the District.

17. The signage along the Reliever Road shall not reflect any designation as it being State Road 7 until such time as it is connected through to Northlake Boulevard.

18. Persimmon and Orange Grove Boulevards from 110th Avenue North to Royal Palm Beach Boulevard are to remain two lane roadways within Indian Trail Improvement District easements and shall remain under the jurisdiction of the District.

19. Palm Beach County agrees to pay $490,000.00 to offset the impacts to Indian Trail Improvement District maintained infrastructure. Additionally, the County shall construct:

    (1) **West Approach to the Reliever Road along Orange Grove Boulevard:**
        (a) At the Intersection of Orange Grove Boulevard and 110th Avenue North: A **"Speed Table".**
        (b) At the Intersection of Orange Grove Boulevard and the "A" Canal: A **"Traffic Dot".**
        (c) At the Intersection of Orange Grove Boulevard and Mango Boulevard: A **"Speed Table".**

    (2) **West Approach to the Reliever Road Along Persimmon Boulevard:**
        (a) At the Intersection of Persimmon Boulevard and 110th Avenue North: A **"Speed Table".**
        (b) At the Intersection of Persimmon Boulevard and the "A" Canal: A **"Traffic Dot".**
        (c) At the Intersection of Persimmon Boulevard and Mango Boulevard: A **"Speed Table".**

This County work shall be completed prior to opening the new road. .

20. Permittee shall submit plans and apply for a permit for a connection of the Reliever Road to 60th Street North prior to the opening of these connections to the public.

21. At anytime in the future that the level of service for Persimmon and\or Orange Grove Boulevards, classified as a two lane two way roadways, with a level of service "D" at peak hour capacity-per Palm Beach County Standards are exceeded, then this permit shall be subject to revocation at the discretion of the District.

22. Palm Beach County will continue diligently to support the prioritized construction of a new road linking the PROJECT from Persimmon Boulevard to Northlake Boulevard. This approximately 3.5 mile segment is similar in length to the segment of the PROJECT between Okeechobee Boulevard and Persimmon Boulevard. Such support shall be at the Palm Beach County Metropolitan Planning Organization (MPO), the state legislature and the national (Congress and Federal Highway Administration) levels, as well as in other appropriate venues. The County will also support applying funds currently identified for 60th Street North and the intersection of 60th Street North and Royal Palm Beach Boulevard towards this new road if replacement monies can be guaranteed from (an)other funding source(s). Such replacement monies would have to be repaid to the County within five (5) years of the County's contribution to construction of the new road.

EXHIBIT
PLANS AND SPECIFICATIONS

EXHIBIT
INSURANCE COVERAGE

GENERAL

Indian Trail Improvement District shall be named as "Additional Named Insured" and certificate holder on both the general liability and auto liability policies.

Cancellation clause must read "should any of the above described policies be canceled before the expiration date thereof, the issuing company shall mail thirty (30) days written notice to the certificate holder name."

INSURANCE REQUIREMENTS

The limits of liability for the insurance required shall provide coverage for not less than the following amounts or greater when required by law and regulations:

Workers' Compensation:

1.	State:	Statutory
2.	Applicable Federal (e.g. Longshoreman's and Harbour Workers' Compensation, Maritime, Jones Act, etc.):	Statutory
3.	Employer's Liability:	$ 500,000

Comprehensive General Liability:

1. Bodily Injury (including completed operations and Products Liability):

$1,000,000	Each Occurrence
$1,000,000	Annual Aggregate

Property Damage:

$1,000,000	Each Occurrence
$1,000,000	Annual Aggregate
or a combined single limit of	$1,000,000

2. Property Damage liability insurance will provide Exposition, Collapse and Underground coverage where applicable.

3. Personal Injury, with employee exclusion deleted

$1,000,000	Annual Aggregate

Comprehensive Automobile Liability:

1. Bodily Injury:
   $ 500,000 — Each Person
   $1,000,00 — Each Occurrence

2. Property Damage:
   $ 500,000 — Each Occurrence
   or a combined single limit of — $1,000,000

Umbrella Excess Liability Insurance:

1. $1,000,000 — Each Occurrence
   $1,000,000 — Annual Aggregate

2. The umbrella coverage shall be Following-Form being no more restrictive than coverage required for the underlying policies.

The comprehensive general liability insurance and umbrella insurance required herein shall include Owner and Engineer as additional insured.

Contractual Liability Insurance: The Contractual Liability Insurance required shall provide coverage for not less than the following amounts.

1. Bodily Injury: — Each Occurrence
   $1,000,000

2. Property Damage:
   $1,000,000 — Each Occurrence
   $1,000,000 — Annual Aggregate

Builder's Risk: This coverage will be provided by all contractors involved in the construction of a new building or improvement, alteration or revision of an existing structure. Builder's Risk coverage shall be "All Risk" with limits equal to one hundred percent (100%) of the completed value of the structure(s), building(s) or addition(s).

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, SHARON R. BOCK, Clerk & Comptroller, certify this to be a true and correct copy of the original filed in my office on FEB 24 2009
dated at West Palm Beach, FL on 3-18-2009
By: Deputy Clerk

BOARD OF COUNTY COMMISSIONERS PALM BEACH COUNTY FLORIDA

SPECIAL PERMIT

THIS PERMIT, granted this 27 day of April, 2009, by Indian Trail Improvement District, hereinafter referred to as the "District", 13476 61st Street North, West Palm Beach, Florida 33412, to Palm Beach County, hereafter referred to as the "Permittee", is a non-exclusive permit for: (1)roadway connections located at the intersections of the Reliever Road and Orange Grove Boulevard and the Reliever Road and Persimmon Boulevard; and (2) certain Traffic Calming Devices on Orange Grove Boulevard and Persimmon Boulevard, as shown on the plans and specifications attached hereto and made a part hereof.

WITNESSETH:

1. Permittee agrees to obtain any necessary consents from the owners of the subject property, in the event the District does not own said lands; to obtain any and all applicable federal, state and local permits required in connection with Permittee's use of the land; and at all times, to comply with all requirements of all federal, state and local laws, ordinances, rules and regulations applicable or pertaining to the use of the lands by Permittee pursuant to this Permit.

2. Permittee understands and agrees that the use of the property pursuant to this Permit is subordinate to the rights and interest of the District and to the extent applicable, that of the landowner. Further, Permittee does hereby stipulate that the Permittee is not relying upon any representations by the District whatsoever regarding the District's right, title or ownership as to the subject property for which this Permit is sought.

3. District specifically reserves the right to maintain its facilities located on the property; to make improvements; add additional facilities; maintain, construct or alter roads; maintain any facilities, devices or improvements on the property which aid in, or are necessary to, District operation; and the right to enter upon the lands at all times for such purposes. Permittee understands that in the exercise of such rights and interest, the District, from time to time, may require Permittee to relocate, alter or remove its facilities and equipment or other improvements made by Permittee pursuant to this Permit which interfere with or prevent the District, in its reasonable opinion, from properly and faithfully constructing, improving and maintaining its facilities. District retains the right to enter upon the lands and make said relocation, alterations or removal of Permittee's facilities, equipment and other improvements if Permittee fails to do so within a reasonable time; and Permittee hereby agrees to reimburse District for all its costs and expenses incurred in connection therewith upon demand.

4. Permittee agrees that it will not use the property in any manner which materially interferes with the District's use of lands or causes a hazardous condition to exist.

5. The District assumes no responsibility for the ownership, operation and/or maintenance of the Reliever Road connections permitted herein. Upon completion and acceptance, the District will assume responsibility for the ownership, operation and/or maintenance of the Traffic Calming Devices permitted herein.

6. Permittee shall adhere to the General and Special Conditions attached hereto and made a part hereof.

7. Permittee shall, at its own expense, promptly repair or replace any and all damage to the facilities, roads and rights-of-way of the District resulting from the installation, operation, maintenance, repair or removal of the above, and restore same to a condition substantially equal to that which existed immediately prior to infliction of the damage.

8. Permittee shall, at its own expense, promptly repair or replace any and all damage to the facilities of others resulting from the installation, operation, maintenance, repair or removal of the above and restore same to a condition substantially equal to that which existed immediately prior to infliction of the damage.

9. Permittee shall, at its own expense, upon ninety (90) days written notice to Permittee from the District, remove or relocate any facility of the Permittee that is found by the District to be interfering in any material way with the safe, convenient or continuous use, maintenance or repair of any District facility or road. Failure or neglect of the Permittee to remove or relocate such facility within the allocated time may result in District's removal or relocation of said facility, wherein the Permittee shall promptly pay the District for all District expenses incurred by such removal or relocation.

10. Permittee shall, at its own expense and within a reasonable time, adjust the positions and elevations of its facilities as may be required in connection with future improvements to, or construction of, works of the District.

11. To the extent permitted by law, Permittee does hereby indemnify and hold harmless the District, its Board of Supervisors, officers and personnel against any claims, losses, damages (including consequential), expenses, or legal fees that might arise out of, or result from the County's negligent performance and/or the implementation of the proposed project of the Permittee.

12. If Permittee shall violate any of the terms or conditions of this Permit, or shall not correct or remedy same within thirty (30) days of receiving written notice from the Board of Supervisors of the District or its duly authorized representative, then, and in that event, said Board of Supervisors may, at its option, revoke, cancel and terminate this Permit.

13. This Permit may not be assigned without prior written approval of the Board of Supervisors of the District.

14. Permittee shall reimburse the District for its legal, engineering and other expenses incurred as a result of the implementation of the project.

15. If either Party hereto is required to bring a court action to enforce the provisions of this Permit, the non-prevailing party in such action shall be responsible for all reasonable expenses, including, but not limited to, attorney's fees and litigation expenses.

16. This permit for construction shall expire 2 years from the date of issuance. An extension of 1 year may be granted by the District Administrator upon receipt of a written request. Further extensions require Board approval.

INDIAN TRAIL IMPROVEMENT DISTRICT

WITNESSES:

By: Michelle Damone Date: 4-20-09

_____

Name Typed: Michelle Damone

_____

Title: President, Board of Supervisor

President, Board of Supervisors

PERMITTEE:

WITNESSES:

By: [signature] Date: 4/24/09

VOF

_____

Name Typed: L. MORTON ROSE, P.E.

_____

Address: 2300 N. JOG ROAD

WEST PALM BEACH, FL 33411

Note: Except as otherwise provided herein, the District assumes no responsibility for the ownership, operation and/or maintenance of the facilities permitted herein.

PERMIT INFORMATION

OWNER

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

ATTORNEY

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

ENGINEER

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

OTHER REPRESENTATIVE/PROFESSIONAL

Name _____ Business Phone _____

Address _____ Other _____

_____ Email Address _____

GENERAL CONDITIONS

A. GENERAL

1. This Permit does not constitute a waiver or approval of any other permit from other agencies which may be required for the total project.

2. Notification shall be given to the District Engineer forty-eight (48) hours prior to commencement of construction. The District Engineer shall establish points of construction that require inspection, if any. When the work is deemed completed, a final inspection shall be held by the District Engineer in the presence of a representative of the Permittee.

3. The installation shall be constructed in full accordance with the approved plans and specifications. Deviations from the plans shall be coordinated with the office of the District Engineer.

4. When working in District road rights-of-way, not more than one-half (1/2) of the road or street shall be closed and traffic shall be controlled so as to provide minimum hindrance. All traffic control operations shall conform to the most current issue of the Florida Department of Transportation publication, Manual on "Traffic Controls and Safe Practices for Street and Highway Construction, Maintenance and Utility Operations".

5. The Permittee shall protect the District against liability, public or private, resulting from their operation hereunder. The District Engineer is deemed the final authority as to the quality and quantity of work required to satisfy the terms and conditions of the Permit.

6. This Permit shall not be construed as a representation that the District has sole authority with respect to the pertinent property.

7. Upon completion of the installation and after the final inspection, THE PERMITTEE SHALL DELIVER TO THE DISTRICT OFFICE ONE COMPLETE SET OF "RECORD DRAWINGS" TO INCLUDE ONE COMPLETE PAPER AND AN ELECTRONIC VERSION IN A FORMAT ACCEPTABLE TO THE DISTRICT ENGINEER. FAILURE TO PROVIDE RECORD DRAWINGS MAY RESULT IN THE REVOCATION, CANCELLATION AND TERMINATION OF THIS PERMIT.

8. Roadway Pavement replacement shall be in accordance with the "Typical Roadway Pavement Replacement Detail".

9. If, within one (1) year after the date of District acceptance of the pavement

replacement, any work covered under this Permit is found to be defective by the District, Permittee shall promptly, without cost to the District and in accordance with the District's written instructions, either correct such defective work, or, if it has been rejected by the District, remove it from the site and replace it with non-defective work. If Permittee does not completely comply with the terms of such instructions, or in an emergency where delay would cause serious risk of loss or damage, District may have the defective work corrected, or rejected work removed and replaced, and all direct and indirect costs of such removal, replacement or correction, including compensation for additional professional services, shall be paid by the Permittee.

10. Permittee agrees not to cause or permit the Property to be used for the generation, handling, storage, transportation, disposal or release of any Hazardous Materials, except as exempted or permitted under applicable Environmental Laws, and Permittee shall not cause or permit the property, or any activities conducted thereon, to be in violation of any applicable Environmental Laws. Permittee agrees to indemnify the District and hold the District and its directors, officers, employees, successors and assigns harmless from and against any and all claims, losses, damages, liabilities, fines, penalties, charges, interest, administrative or judicial proceedings and order, judgments, remedial action, requirements, enforcement actions of any kind, and all costs and expenses incurred in connection therewith, directly or indirectly resulting in whole or in part from Permittee's violation of any Environmental Laws applicable to the Property, or any activity conducted thereon caused by Permittee or its employees, agents, licensees, invitees, guests or any other party under Permittee's control, or from any use, generation, handling, storage, transportation, disposal or release of Hazardous Materials or in connection with the Property caused by Permittee or its employees, agents, licensees, invitees, guests, or any other party under Permittee's control, or any contamination, detoxification, closure, cleanup or other remedial measure required under any Environmental Laws as a result thereof. All sums paid and costs incurred by the District with respect to the foregoing matters shall be payable by Permittee as additional permit fees hereunder.

11. All necessary provisions shall be taken to insure compliance with the water quality standards of the State of Florida. Attention is called to Chapter 17-3, Florida Administrative Code, and in particular, the requirements that turbidity shall not exceed 29 Nephelometric Turbidity Units above background level. Adequate silt containment procedures and equipment shall be used to control turbidity at all times. Water samples to be taken upstream and downstream prior to construction and during construction daily and made available to the District at their request.

12. The Permittee shall be obligated throughout the term of this Permit to provide insurance coverage in accordance with the attached exhibit titled "Insurance Coverage".

B. UNDERGROUND UTILITIES

1. All underground utilities shall have a minimum cover of forty-two (42") inches below profile grade of District waterways and thirty (30") inches below profile grade of District roadways.

2. All utility installations shall maintain a minimum clearance of twelve (12") inches, either over or under culverts and shall be protected; however, other depths may be specified by the District Engineer.

3. The roadway right-of-way, in its entirety, shall be left in as good a condition as that which existed before construction. A mutual inspection shall be made of all existing facilities within the construction area no later than twenty-four (24) hours before the work begins.

4. All installations shall be constructed in a workmanlike manner:
   a. Trenches shall be refilled in a thoroughly compacted manner so that no future settling will occur.
   b. The Permittee shall, at the request of the District Engineer or his duly authorized representative, submit copies of density reports of density determinations by an independent testing laboratory when paved roadway surfaces have been cut. If density reports are requested, they shall be furnished prior to final inspection.
   c. The finished surface of the excavated area shall be replaced with the same type materials as existed when the work began, such as sod for sod; shell for shell, etc.

5. Where fill, slopes, shoulders and/or ditches are disturbed, they shall be stabilized as directed by the District Engineer or his duly authorized representative, in a manner that will afford protection against erosion.

6. All pavement crossings, if made subsequent to final placement of base material and pavement surface, shall be made by jacking, boring or augering, and shall contain an adequate casing if required by the District Engineer.

SPECIAL CONDITIONS

1. Permittee shall prevent on-site erosion and sediment from leaving the site during construction. At completion of construction, all non-paved areas shall be sodded.

2. All drainage pipe and installation thereof shall conform to the requirements of Florida DOT specifications, latest applicable sections to date.

3. The requirements for pipe backfill shall be as defined in Florida DOT specifications (AASHTO T-99 or T-180). Permittee shall provide adequate equipment for the removal of storm or subsurface waters which may accumulate in the excavated areas, and provide protection against soil erosion.

4. Permittee shall forward all test results to the District Engineer.

5. Permittee shall comply with all conditions imposed by the District and/or other governing agencies, including but not limited to the following:

   a. Permittee shall utilize best management practices at each storm inlet in accordance with the final approved plans.

   b. Permittee shall construct stormwater treatment facilities in accordance with the existing South Florida Water Management District permit. A copy of such permit shall be provided to the District.

6. Permittee shall insure that quantity of stormwater discharged into the District's canal will not cause erosion of the canal bank. If such discharge does cause erosion, Permittee shall be responsible, at its sole cost and expense, to maintain and repair said canal bank.

7. If the works of the Permittee require the obtaining of an Environmental Protection Agency NPDES Permit, then the Permittee shall be required to obtain the appropriate NPDES Permit and provide a copy of the NPDES Permit and NPDES stormwater pollution prevention plan to both Palm Beach County and the District prior to commencement of the subject works.

8. If any of the works which are the subject of this Permit are conveyed, assigned, transferred, gifted to any third party or are operated by a third party, then the Permittee shall be obligated to provide a copy of this Permit and its conditions to said successor, assign or operating entity. Further, such successor, assign or operating entity shall be obligated to comply with all of the conditions of this Permit including, without limitation, implementation of the above mentioned maintenance program and the provision of the annual inspection report to the District.

9. If any act of negligence, omission or commission by the Permittee or third party operator

should adversely affect Palm Beach County's obligations under the County's NPDES Permit, then Permittee shall within forty-eight hours following receipt of written notice by the District of such act promptly cease and rectify same, otherwise this Permit shall be immediately suspended until such time as reinstated by the District in writing.

10. Permittee shall be solely responsible for ensuring that all stormwater discharge meets the applicable water quality standards. In the event that the discharge does not meet such standards, Permittee must disconnect the stormwater inlet and shall be prohibited from discharging into the District's canal.

11. If Permittee fails to abide by Palm Beach County's NPDES Permit, the applicable water quality standards, or any of the conditions set forth herein, and fails to remedy same within ten (10) business days from the date of receipt of such notice of violation by the District, then the District shall have the right but not the obligation to initiate such remedial activity as the District deems necessary and appropriate. Any and all costs so incurred by the District shall be paid by the Permittee to the District within ten business days following receipt of a District invoice for same and if not paid the District may thereafter revoke this Permit without further notice or hearing.

12. The applicant shall submit a traffic study for review and approval by the District or by an independent Traffic Engineering Firm hired by ITID and paid for by Palm Beach County that considers alternatives with potential connection scenarios. At a minimum, the alternatives must consider:

- No-build;
- An alternative with only connections to Persimmon and Orange Grove Boulevards;
- An alternative with an additional connection south of 40th Street North, and
- An additional connection at 60th Street North.

Such study satisfactory to the district shall meet all of the standard requirements and have all the information contained in a typical traffic study that addresses the requirements of the County's Traffic Performance Standards (TPS) Ordinance. The study shall use the same or similar methodology to that used in a TPS traffic study. The County's adopted Transportation Model shall be used as the methodology to determine traffic diversions.

The study shall identify traffic volume forecasts and levels of service at intersections within the Acreage that will be affected by the Reliever Road and Connection Alternatives, including at a minimum, the following intersections:

Northlake/Coconut	Coconut/Orange Grove	Coconut/40th
Coconut/Orange	Coconut/Persimmon	Royal Palm Beach (RPB)/40th
RPB/Orange Grove	RPB/Persimmon	RPB/60th
RPB/Orange		

13. Mitigation measures identified in the approved study for intersections projected to

operate below Level of Service "D" shall be implemented and funded by the applicant in a manner acceptable to the District.

14. The intersection of the Reliever Road at Persimmon Boulevard must be redesigned to its ultimate configuration. That is, Persimmon is to be extended east to the Reliever Road and be a "T" intersection.

15. The Permittee shall provide, at its expense, illumination at intersections between the Reliever Road and Royal Palm Beach Boulevard for both Persimmon and Orange Grove Boulevards. These lights shall be similar to those at other locations funded by the County within the District.

16. The signage along the Reliever Road shall not reflect any designation as it being State Road 7 until such time as it is connected through to Northlake Boulevard.

17. Persimmon and Orange Grove Boulevards from 110th Avenue North to Royal Palm Beach Boulevard are to remain two lane roadways within Indian Trail Improvement District easements and shall remain under the jurisdiction of the District.

18. Palm Beach County agrees to pay $490,000.00 to offset the impacts to Indian Trail Improvement District maintained infrastructure. Additionally, the County shall construct:

    (1) **West Approach to the Reliever Road along Orange Grove Boulevard**:
        (a) At the Intersection of Orange Grove Boulevard and 110th Avenue North: A **"Speed Table".**
        (b) At the Intersection of Orange Grove Boulevard and the "A" Canal: A **"Traffic Dot".**
        (c) At the Intersection of Orange Grove Boulevard and Mango Boulevard: A **"Speed Table".**

    (2) **West Approach to the Reliever Road Along Persimmon Boulevard**:
        (a) At the Intersection of Persimmon Boulevard and 110th Avenue North: A **"Speed Table".**
        (b) At the Intersection of Persimmon Boulevard and the "A" Canal: A **"Traffic Dot"**.
        (c) At the Intersection of Persimmon Boulevard and Mango Boulevard: A **"Speed Table"**.

    This County work shall be completed prior to opening the new road. .

19. Permittee shall submit plans and apply for a permit for a connection of the Reliever Road to 60th Street North prior to the opening of these connections to the public.

20. At anytime in the future that the level of service for Persimmon and\or Orange Grove Boulevards, classified as a two lane two way roadways, with a level of service "D" at peak hour capacity-per Palm Beach County Standards are exceeded, then this permit shall

be subject to revocation at the discretion of the District.

21. Palm Beach County will continue diligently to support the prioritized construction of a new road linking the PROJECT from Persimmon Boulevard to Northlake Boulevard. This approximately 3.5 mile segment is similar in length to the segment of the PROJECT between Okeechobee Boulevard and Persimmon Boulevard. Such support shall be at the Palm Beach County Metropolitan Planning Organization (MPO), the state legislature and the national (Congress and Federal Highway Administration) levels, as well as in other appropriate venues. The County will also support applying funds currently identified for 60th Street North and the intersection of 60th Street North and Royal Palm Beach Boulevard towards this new road if replacement monies can be guaranteed from (an)other funding source(s). Such replacement monies would have to be repaid to the County within five (5) years of the County's contribution to construction of the new road.

EXHIBIT
PLANS AND SPECIFICATIONS

EXHIBIT
INSURANCE COVERAGE

GENERAL

Indian Trail Improvement District shall be named as "Additional Named Insured" and certificate holder on both the general liability and auto liability policies.

Cancellation clause must read "should any of the above described policies be canceled before the expiration date thereof, the issuing company shall mail thirty (30) days written notice to the certificate holder name."

INSURANCE REQUIREMENTS

The limits of liability for the insurance required shall provide coverage for not less than the following amounts or greater when required by law and regulations:

Workers' Compensation:

1.	State:	Statutory
2.	Applicable Federal (e.g. Longshoreman's and Harbour Workers' Compensation, Maritime, Jones Act, etc.):	Statutory
3.	Employer's Liability:	$ 500,000

Comprehensive General Liability:

1. Bodily Injury (including completed operations and Products Liability):

$1,000,000	Each Occurrence
$1,000,000	Annual Aggregate

Property Damage:

$1,000,000	Each Occurrence
$1,000,000	Annual Aggregate
or a combined single limit of	$1,000,000

2. Property Damage liability insurance will provide Exposition, Collapse and Underground coverage where applicable.

3. Personal Injury, with employee exclusion deleted

$1,000,000	Annual Aggregate

Comprehensive Automobile Liability:

1. Bodily Injury:
   $ 500,000 — Each Person
   $1,000,00 — Each Occurrence

2. Property Damage:
   $ 500,000 — Each Occurrence
   or a combined single limit of — $1,000,000

Umbrella Excess Liability Insurance:

1. $1,000,000 — Each Occurrence
   $1,000,000 — Annual Aggregate

2. The umbrella coverage shall be Following-Form being no more restrictive than coverage required for the underlying policies.

The comprehensive general liability insurance and umbrella insurance required herein shall include Owner and Engineer as additional insured.

Contractual Liability Insurance: The Contractual Liability Insurance required shall provide coverage for not less than the following amounts.

1. Bodily Injury: — Each Occurrence
   $1,000,000

2. Property Damage:
   $1,000,000 — Each Occurrence
   $1,000,000 — Annual Aggregate

Builder's Risk: This coverage will be provided by all contractors involved in the construction of a new building or improvement, alteration or revision of an existing structure. Builder's Risk coverage shall be "All Risk" with limits equal to one hundred percent (100%) of the completed value of the structure(s), building(s) or addition(s).

AGREEMENT

R92 129-B

JAN 28 1992

THIS AGREEMENT, made and entered into this ____ day of _____, 1992, by and between Indian Trail Water Control District (hereinafter referred to as "District"), and Palm Beach County, A political subdivision of the State of Florida (hereinafter referred to as "County").

WITNESSETH:

WHEREAS, County's Thoroughfare Right of Way Protection Map depicts a number of roadway alignments running through the area under District's jurisdiction, commonly known as "The Acreage"; and

WHEREAS, the following roadways (hereinafter referred to as "The Royal Palm Beach Boulevard Corridor") are being used as thoroughfares to accommodate thru traffic;

- Royal Palm Beach Boulevard - 40th Street to Orange Boulevard
- Orange Boulevard - Royal Palm Beach Boulevard to Coconut Boulevard
- Coconut Boulevard - Orange Boulevard to Northlake Boulevard; and

WHEREAS, improvements to the Royal Palm Beach Boulevard Corridor need to be addressed in order to meet the requirements of concurrency; and

WHEREAS, County presently proposes in its upcoming Five Year Road Improvements Program to prepare design plans for the widening of Royal Palm Beach Boulevard from 40th Street to Orange Boulevard, and to construct this road segment during fiscal year 1992-93; and

WHEREAS, the County plans to pave Seminole Pratt-Whitney Road from the M Canal to Northlake Boulevard in fiscal year 1991-92; and

WHEREAS, the County plans to pave Northlake Boulevard from Seminole Pratt-Whitney Road to the existing pavement at Coconut Boulevard in fiscal year 1992-93; and

WHEREAS, District desires to deed the District's interest in the roads to Palm Beach County for perpetual maintenance of the roads; and

WHEREAS, Palm Beach County desires to accept these roads for maintenance and not to incur any expense for right-of-way acquisition or land title problems; and

WHEREAS, District holds easements over land upon which the roads currently exist; and

WHEREAS, District desires to execute a deed(s) to the County for the property over which it has easements for these roadways to transfer maintenance and jurisdiction of these roadways to County; and

WHEREAS, District desires to provide adequate legal positive outfall, access into their canal system and retention reservoirs and stormwater retention to County for these roadways in the present and future widened sections.

WHEREAS, these roadway alignments are being utilized to serve areawide traffic and are vital to access and traffic circulation in the area; and

WHEREAS, District and County are both desirous of accomplishing the improvement of these roadways.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1. The recitations set forth hereinabove are true, accurate, and correct, and are incorporated herein.

2. District will execute a deed, or deed(s) on behalf of the County and will warrant title to and defend the District's interest in the easements and/or rights-of-way upon which the hereinabove referenced roadways exist.

3. District will provide to County adequate legal positive outfall, access to their canal system and retention reservoirs and stormwater retention for these roadways in their present and future widened sections.

4. The deeds tendered will provide to the County the District's easement interest in the following listed roads:

Road	From	To
1) Royal Palm Beach Blvd.	40th Street	Orange Boulevard
2) Orange Boulevard	Royal Palm Beach Blvd.	Coconut Boulevard
3) Coconut Boulevard	Orange Boulevard	Northlake Boulevard
4) Seminole Pr. Whitney	M Canal	Northlake Boulevard
5) Northlake Boulevard	Seminole Pr. Whitney	Coconut Boulevard

5. County will accept the deeds so tendered in escrow upon execution of this Agreement and will accept the title, maintenance and jurisdiction over the roadways on the following schedule:

- o The Royal Palm Beach Boulevard Corridor - upon execution of this agreement.
- o Seminole Pratt Whitney Road from M Canal to Northlake Boulevard - upon completion of the construction of this roadway.
- o Northlake Boulevard from Seminole Pratt Whitney Road to Coconut Boulevard - upon completion of the construction of this roadway.

6. It is understood by the parties hereto that during the construction of these roadways, the maintenance responsibility shall be that of the contractor accomplishing the construction. Said contractor will be required to indemnify the County and the District during the construction and the District will be added as an additional named insured in said construction contracts.

7. Any and all notices required or permitted to be given hereunder shall be deemed received three (3) days after same are deposited in the U.S. Mail, sent via certified mail, return receipt requested, properly addressed, and with adequate postage affixed.

All notices to County shall be to:
Charles R. Walker, Jr., P.E.
Acting Assistant County Engineer
P. O. Box 21229
West Palm Beach, FL 33416-1229

With Copy to:
Marlene R. Everitt, Esq.
Assistant County Attorney
P. O. Box 21229
West Palm Beach, FL 33416-1229

All notices to District shall be to:
Frederick E. Singer, P.E.
District Administrator
Indian Trail Water Control District
507 Royal Palm Beach Boulevard
Royal Palm Beach, FL 33411-7670

With Copy to:

Mary M. Viator, Esq.
Caldwell & Pacetti
324 Royal Palm Beach, 3rd Floor
P. O. Box 2775
Palm Beach, FL 33480

8. It is the intention of the parties hereto that this Agreement shall not become binding until the date executed by the Board of County Commissioners of Palm Beach County.

IN WITNESS WHEREOF, the parties hereunto have executed this Agreement on the dates set forth below.

ATTEST:

By: _____

INDIAN TRAIL WATER CONTROL DISTRICT

By: _____
Charles C. ~~Walsey~~, President

Dated: November 25, 1991

ATTEST: MILTON T. BAUER, *CLERK*
Board of County Commissioners

By _____
DEPUTY CLERK

By: _____
Deputy Clerk

PALM BEACH COUNTY, FLORIDA, BY ITS BOARD OF COUNTY COMMISSIONERS

By: _____
Chair

Date: JAN 28 1992

R92 129

Approved as to form
and legal sufficiency:

By: _____
County Attorney

st\agreemnt\indian.trl

R95 1093D

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT made and entered into this ____ day of AUG 15 1995, 1995 by and between the INDIAN TRAIL WATER CONTROL DISTRICT, a special taxing district of the State of Florida (hereimafter referred to as "District") and the BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, a political subdivision of the State of Florida, (hereinafter referred to as "COUNTY").

W I T N E S S E T H:

WHEREAS, the County's Thoroughfare Right-of-Way Identification Map ("Thoroughfare Map") depicts a number of roadways that are under the control and jurisdiction of the District (hereinafter referred to as "Plan Roadway(s)"); and

WHEREAS, it is the intent of the District to pave the Plan Roadways to accommodate growth in traffic associated with development in the District: and

WHEREAS, one of the Plan Roadways, Orange Boulevard from Seminole Pratt Whitney Road to Coconut Boulevard, has already been constructed by the District; appears on the Thoroughfare Map; and, is carrying substantial traffic volumes; and

WHEREAS, it is the desire of both parties that the maintenance responsibility and ownership of the Plan Roadways be transferred from the District to the County after the District improves the roads to conform with the standards and the roads carry minimum average daily traffic volumes set forth hereinafter.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions set forth below, the District and the County agree as follows:

1. The above contained recitals are true and correct and are incorporated herein by reference.

2. This Agreement shall commence upon execution by all parties and shall continue for a term of twenty (20) years.

3. As development dictates a need, the District shall design and construct the Plan Roadways within the District utilizing the construction standards shown in Exhibit "A" attached hereto and made a part hereof. The District shall give the County the

opportunity to review and approve the design plans for all Plan Roadways within the District prior to finalizing the plans. The District shall address any of the County's concerns pertaining to the design and construction of the Plan Roadways within the District.

4. The District shall permit the County to conduct periodic inspections of the District's construction of Plan Roadways.

5. The District may request, in writing, that the County accept the maintenance and ownership of a Plan Roadway when the following conditions are met:

a. The Plan Roadway has been constructed to the minimum standards as shown in Exhibit "A"; and

b. The traffic volumes on the Plan Roadway exceed 3,000 vehicles per day; and

c. The District has attached an original fully executed quit claim deed conveying the Plan Roadway to the County.

6. If the County Engineer determines that the Plan Roadway meets conditions 5a. b. and c. above, the County Engineer shall be authorized to accept the maintenance and ownership of the Plan Roadway.

7. Upon the execution of this Agreement and receipt of a fully executed quit claim deed, the County agrees to accept maintenance responsibility and ownership of the section of Orange Boulevard from Seminole Pratt Whitney Road to Coconut Boulevard.

8. The parties agree that their effort to cooperate during the design and construction of the Plan Roadway is to facilitate the County's acceptance of the Plan Roadway pursuant to this Agreement.

9. This Agreement and all obligations of District hereunder are subject to and contingent upon annual budgetary funding and appropriations by the Palm Beach County Board of County Commissioners. Notwithstanding anything in this Agreement to the contrary, either party can cancel this Agreement for any reason

upon six (6) months prior written notice to the other party.

10. All notices required or allowed by this Agreement shall be delivered in person or mailed by Certified Mail - Return Receipt Requested, postage prepaid to the party to whom such notice is sent.

To: Indian Trail Water Control District
John Bonde, Administrator
13476 61st Street North
West Palm Beach, Florida 33412-1915

With a copy to: Charles F. Schoech
Caldwell and Pacetti
324 Royal Palm Way, 3rd Floor
West Palm Beach, Florida 33480

COUNTY: Palm Beach County
Director - Traffic Division
160 Australian - Suite 303
West Palm Beach, FL 33406

With a Copy to: Ellie B. Halperin
Assistant County Attorney
301 N. Olive Avenue, Suite 601
West Palm Beach, FL 33401

(Remainder of page was left blank intentionally)

IN WITNESS WHEREOF, the parties hereunto have executed this Interlocal Agreement on the day and year first written above.

WITNESSES

INDIAN TRAIL WATER CONTROL DISTRICT

By: President

ATTEST:

Secretary

By:

ATTEST:

DOROTHY H. WILKEN, CLERK

PALM BEACH COUNTY, FLORIDA, a political subdivision of the State of Florida

BY ITS BOARD OF COUNTY COMMISSIONERS

By: Deputy Clerk

By: Chair

R95 1093D

AUG 15 1995

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Assistant County Attorney

(g:\common\wpdata\gengovt\EBH\IND-TWCD.AGR.) (5/18/95)

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, DOROTHY H. WILKEN, ex-officio Clerk of the Board of County Commissioners certify this to be a true and correct copy of the original filed in my office on 8-15-95
DATED at West Palm Beach, FL on 8-21-95.
DOROTHY H. WILKEN, Clerk
By: D.C.

217

APR 1 3 52 PM '66 OFF. RECORD 1354 PAGE 47

MUTUAL RIGHT-OF-WAY AGREEMENT

THIS AGREEMENT made this 1st day of April, 1966, by and between INDIAN TRAIL RANCH, INC., a Florida corporation, hereinafter called the party of the first part; and SAMUEL FRIEDLAND, individually and as Trustee, joined by his wife, HATTIE FRIEDLAND, J. M. FRIEDLAND, individually and as Trustee, joined by his wife, ANNETTE FRIEDLAND, and BENJAMIN A. JAVITS, individually and as Trustee, joined by his wife, LILY JAVITS, and BLANCHE B. LIPSON (formerly Blanche B. Cohn), Executrix of the estate of Henry I. Cohn, hereinafter called the parties of the second part; and ROYAL PALM BEACH COLONY, INC., a Florida corporation, hereinafter called the party of the third part; and CITY NATIONAL BANK OF MIAMI BEACH, FLORIDA, a national banking association under the Statutes of the United States, as Trustee, hereinafter called the party of the fourth part.

W I T N E S S E T H:

WHEREAS, the parties hereto are each owners of portions of the premises hereinafter described and desire to create mutual rights-of-way as herein set forth;

NOW, THEREFORE, in consideration of the sum of One Dollar ($1.00) and other good and valuable considerations, it is mutually agreed as follows:

1. The parties hereto mutually establish a mutual non-exclusive right-of-way for ingress, egress and maintenance, extending over the lands of the respective parties hereto, for the benefit of the parties hereto, their heirs, legal representatives, successors, assigns, licensees and transferees, as follows:

PALM BEACH COUNTY, STATE OF FLORIDA DOCUMENTARY STAMP TAX APR-1'66 $.30 P.B. 190121

10.30
30

The south 50 feet of Sections 2 and 3; and
the north 50 feet of Sections 10 and 11; and
the east 50 feet of Section 11; and
the west 50 feet of Section 12; and
the south 50 feet of the west three-quarters of Section 12; and
the north 50 feet of the west three-quarters of Section 13;
all in Township 43 South of Range 40 East, Palm Beach County, Florida;

The east 50 feet of Section 5; and
the east 50 feet of the north half of Section 8; and
the west 50 feet of Section 4; and
the west 50 feet of the north half of Section 9,
all in Township 43 South of Range 41 East, Palm Beach County, Florida.

2. Neither party hereto shall have any obligation to provide any access-ways over other properties leading to or from the hereinabove described rights-of-way.

3. This agreement shall not be construed or in any way deemed to be a dedication of said rights-of-way.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

Estelle M. Babuet
Nicholas J. LaRocca

INDIAN TRAIL RANCH, INC.

By _____ President

Attest: _____ Secretary

Signed, sealed and delivered in the presence of:

Estelle M. Babuet
Nicholas J. LaRocca
As to Samuel Friedland and Hattie Friedland

First Party

_____ (SEAL)
Samuel Friedland, individually and as Trustee

_____ (SEAL)
Hattie Friedland

_____ (SEAL)
J. M. Friedland, individually and as Trustee

Estelle M. Babuet
Nicholas J. LaRocca
As to J. M. Friedland and Annette Friedland

_____ (SEAL)
Annette Friedland

Signed, sealed and delivered in the presence of:

Estelle M. Babnet
Nicholas J. LaRocca
As to Benjamin A. Javits and Lily Javits

Benjamin A. Javits (SEAL)
Benjamin A. Javits, individually and as Trustee

Lily Javits (SEAL)
Lily Javits

Blanche B. Lipson (B.B.L.) (SEAL)
Blanche B. Lipson, formerly Blanche B. Cohn, Executrix of the estate of Henry I. Cohn, dec'd.

Estelle M. Babnet
Nicholas J. LaRocca
As to Blanceh B. Lipson

Second Parties

ROYAL PALM BEACH COLONY, INC.

By _____ President

Estelle M Babnet
Nicholas J. LaRocca

Attest: _____ Ass't. Secretary

Third Party

CITY NATIONAL BANK OF MIAMI BEACH, FLORIDA, as Trustee

By _____

And _____ Cashier

Fourth Party

STATE OF Florida
COUNTY OF Palm Beach } ss.:

I hereby certify, that on this 1 day of April 1966, before me personally appeared SAMUEL FRIEDLAND and HENRY I. COLE, President and Secretary respectively of Indian Trail Ranch, Inc., a corporation under the laws of the State of Florida, to me known to be the persons who signed the foregoing instrument as such officers and severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned and that they affixed thereto the official seal of said copporation, and that the said instrument is the act and deed of said corporation.

WITNESS my hand and official seal at Royal Palm Beach in the County of Palm Beach and State of Florida the day and year last aforesaid.

Edith M. Balliett

Notary Public, State of Florida at Large
My Commission Expires Feb. 16, 1968
Bonded by American Fire & Casualty Co.

STATE OF Florida }
COUNTY OF Palm Beach } ss.:

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared SAMUEL FRIEDLAND, individually and as Trustee, joined by his wife, HATTIE FRIEDLAND, to me known to be two of the persons described in and who executed the foregoing instrument and they severally acknowledged before me that they executed the same.

WITNESS my hand and official seal in the County and State last aforesaid, this 7 day of April A.D. 1966.

ESTELLE M. BAHNUTH NOTARY PUBLIC STATE OF FLORIDA AT LARGE

Estelle M. Bahnuth
Notary Public, State of Florida

My Commission expires: Notary Public, State of Florida at Large My Commission Expires Feb. 16, 1968 Bonded By American Fire & Casualty Co.

STATE OF Florida }
COUNTY OF Palm Beach } ss.:

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared J. M. FRIEDLAND, individually and as Trustee, joined by his wife, ANNETTE FRIEDLAND, to me known to be two of the persons described in and who executed the foregoing instrument and they severally acknowledged before me that they executed the same.

WITNESS my hand and official seal in the County and State last aforesaid, this 7 day of April A.D. 1966.

Estelle M. Bahnuth
Notary Public, State of Florida

My Commission expires: Notary Public, State of Florida at Large My Commission Expires Feb. 16, 1968 Bonded By American Fire & Casualty Co.

STATE OF Florida }
COUNTY OF Palm Beach } ss.:

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared BENJAMIN A. JAVITS, individually and as Trustee, joined by his wife, LILY JAVITS, to me known to be two of the persons described in and who executed the foregoing instrument and they severally acknowledged before me that they executed the same.

WITNESS my hand and official seal in the County and State last aforesaid, this 1 day of April A.D. 1966.

Estelle M. Babnick
Notary Public, State of Florida

My Commission expires: Notary Public, State of Florida at Large My Commission Expires Feb. 16, 1968 Bonded By American Fire & Casualty Co.

STATE OF Florida }
COUNTY OF Palm Beach } ss.:

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County aforesaid to take acknowledgments, personally appeared BLANCH B. LIPSON, formerly BLANCHE B. COHN, Executrix of the Estate of HENRY I. COHN, Deceased, to me known tobbe one of the persons described in and who executed the foregoing instrument and she severally acknowledged before me that she executed the same.

WITNESS my hand and official seal in the County and State last aforesaid, this 1 day of April A.D. 1966.

Estelle M. Babnick
Notary Public, State of

My Commission expires: Notary Public, State of Florida at Large My Commission Expires Feb. 16, 1968 Bonded By American Fire & Casualty Co.

STATE OF Florida
COUNTY OF Palm Beach } ss.:

I hereby certify, that on this 1 day of April 1966, before me personally appeared Irving Cowan and Norman A Eliot, President and Asst. Secretary respectively of ROYAL PALM BEACH COLONY, INC., a corporation under the laws of the State of Florida, to me known to be the persons who signed the foregoing instrument as such officers and severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned and that they affixed thereto the official seal of said corporation, and that the said instrument is the act and deed of said corporation.

WITNESS my hand and official seal at Royal Palm Beach in the County of Palm Beach and State of Florida the day and year last aforesaid.

Estelle M. Balnick

Notary Public, State of Florida at Large
My Commission Expires Feb. 16, 1968
Bonded By American Fire & Casualty Co.

STATE OF FLORIDA }
COUNTY OF DADE } ss.:

OFF. Record 1354 PAGE 54

I hereby certify, that on this 1st day of April 1966, before me personally appeared DANIEL A. CASPER and C. W. HATTENBRUN, Vice-President/and Trust Officer/Cashier respectively of CITY NATIONAL BANK OF MIAMI BEACH, FLORIDA, a national banking association under the Statutes of the United States, as trustee/to me known to be the persons who signed the foregoing instrument as such officers and severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned and that they affixed thereto the official seal of said corporation, and that the said instrument is the act and deed of said corporation.

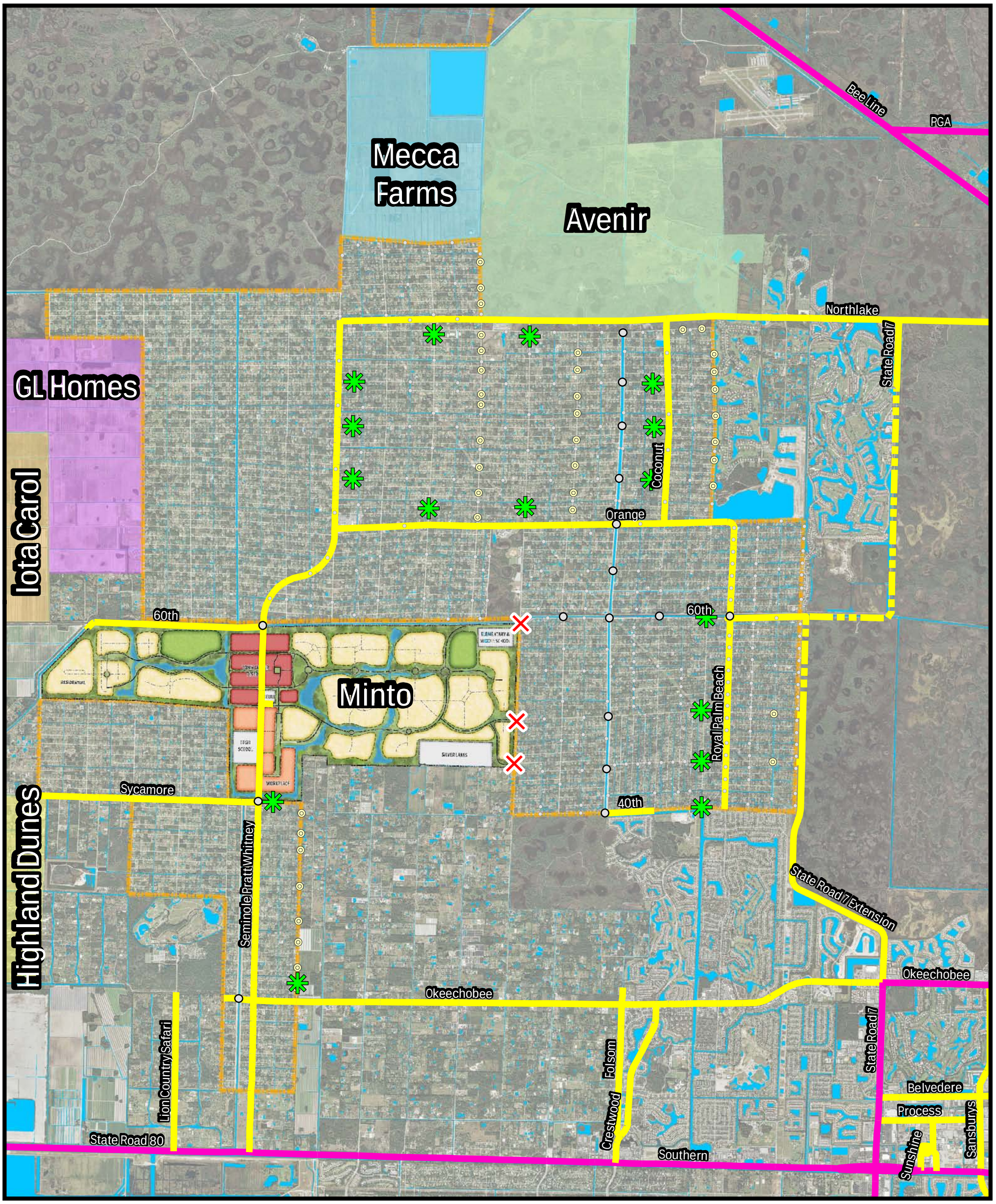
WITNESS my hand and official seal at Miami Beach in the County of Dade and State of Florida the day and year last aforesaid.

Janet Kaplan
Notary Public

Notary Public, State of Florida at Large
My Commission Expires June 6, 1966
Bonded by American Surety Co. of N. Y.

6-6-66

Recorded in Official Record Book
of Palm Beach County, Florida
JOHN B. DUNKLE
CLERK OF CIRCUIT COURT



Legend

- Proposed Blocked Access
- Proposed Restricted Access
- Existing Traffic Control
- Future SR 7
- Indian Trail Improvement District Bndy

Date: 6/20/2014

1 in = 1 miles

0 0.5 1 2 3 4 Miles

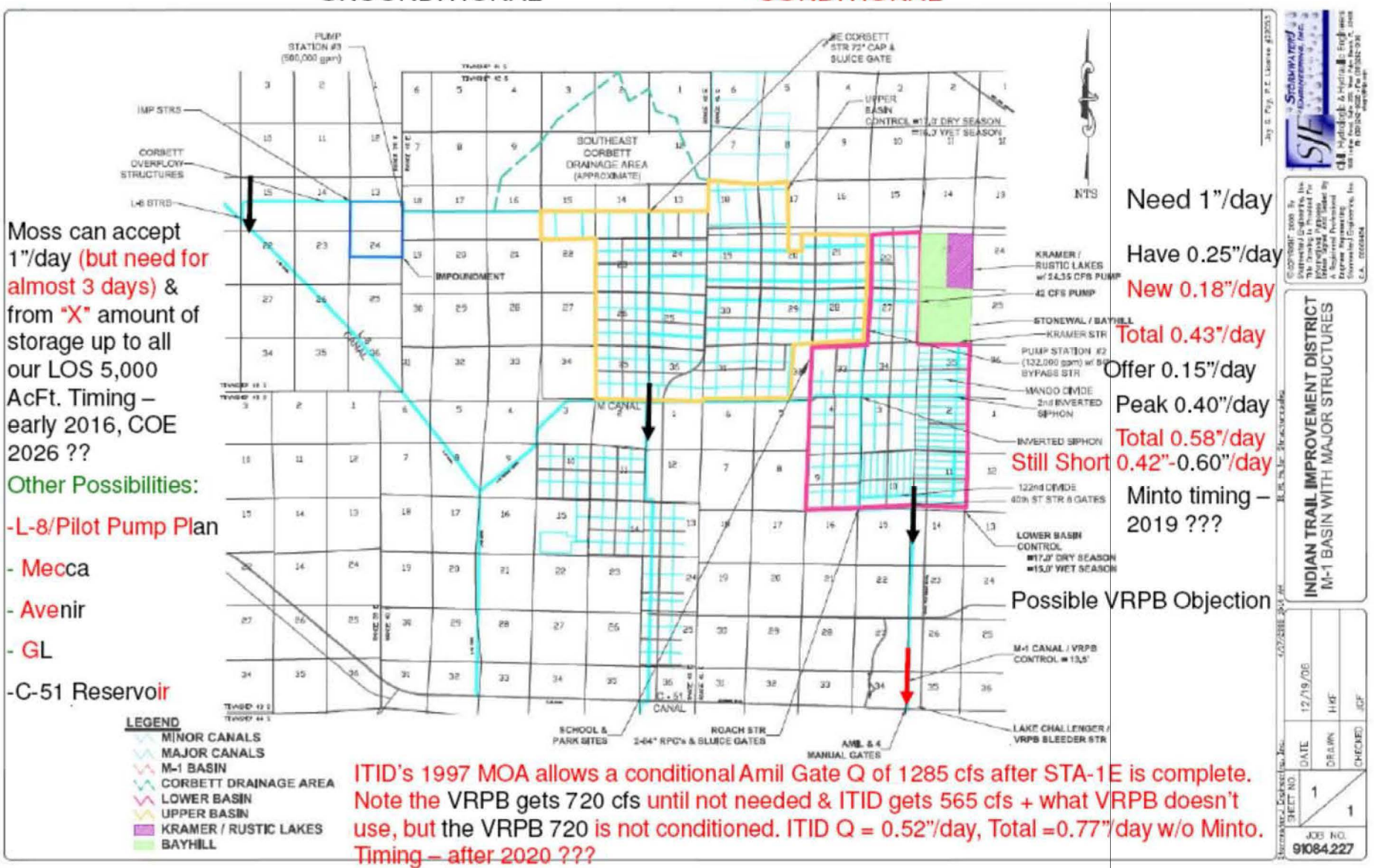
Indian Trail Improvement District Neighborhood Protection Plan

No Local Access Concept

GENTILE GLAS HOLLOWAY O'MAHONEY & Associates, Inc
Landscape Architects Environmental Consultants Planners

UNCONDITIONAL

CONDITIONAL



Moss can accept 1"/day (but need for almost 3 days) & from "X" amount of storage up to all our LOS 5,000 AcFt. Timing – early 2016, COE 2026 ??

Other Possibilities:

-L-8/Pilot Pump Plan

- Mecca

- Avenir

- GL

-C-51 Reservoir

Need 1"/day

Have 0.25"/day

New 0.18"/day

Total 0.43"/day

Offer 0.15"/day

Peak 0.40"/day

Total 0.58"/day

Still Short 0.42"-0.60"/day

Minto timing – 2019 ???

Possible VRPB Objection

ITID's 1997 MOA allows a conditional Amil Gate Q of 1285 cfs after STA-1E is complete. Note the VRPB gets 720 cfs until not needed & ITID gets 565 cfs + what VRPB doesn't use, but the VRPB 720 is not conditioned. ITID Q = 0.52"/day, Total =0.77"/day w/o Minto. Timing – after 2020 ???

INDIAN TRAIL IMPROVEMENT DISTRICT
M-1 BASIN WITH MAJOR STRUCTURES

DATE 12/19/06 | DRAWN HKF | CHECKED JDF

SHEET NO. 1 / 1

JOB NO. 91084.227

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF SUPERVISORS OF INDIAN TRAIL IMPROVEMENT DISTRICT IN OPPOSITION TO THE CURRENTLY PROPOSED MINTO WEST PROJECT; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, Indian Trail Improvement District (the "District") is an independent special district of the State of Florida located within the unincorporated area of the Western Communities of Palm Beach County, which provides and maintains drainage, roads and recreational public facilities to its residents and property owners; and

WHEREAS, in 2008 the Palm Beach County Commission amended the Palm Beach County Comprehensive Plan to designate a 3,791 acre parcel formerly owned by Callery Judge Groves (the "Property") as an "Agricultural Enclave", permitting development of a maximum of 2,996 dwelling units at a density of 0.80 units per acre and 235,000 square feet of non-residential development; and

WHEREAS, in 2013, the Property was conveyed to a new owner, Minto SPW, LLC ("Minto"); and

WHEREAS, Minto has now filed an application with Palm Beach County to amend the Palm Beach County Comprehensive Plan by revising the Agricultural Enclave provisions in the Future Land Use Element in order to permit additional development on the property (the "Minto West Project"); and

WHEREAS, the pending application proposes a different mix of permitted land uses and increases in residential density and non-residential intensity on the Property far above those permitted by its 2008 approval; and

WHEREAS, as a designated Agricultural Enclave, the development has a statutory

presumption that it is not "urban sprawl" if its land uses and densities/intensities are consistent with those in the area surrounding the Property, which presumption may be rebutted by clear and convincing evidence; and

WHEREAS, based on the recommendations of its professional consultants and other clear and convincing evidence, the Board of Supervisors of Indian Trail Improvement District have concluded that the proposed land uses and density/intensity of the proposed Minto West Project are inconsistent with those in the area generally known as the "Western Communities" and therefore the proposed Comprehensive Plan amendment would constitute urban sprawl and should be discouraged; and

WHEREAS, the Board of Supervisors has been further advised that approval of the proposed Minto West Project by the County appears to violate other Goal's, Objectives and Policies of the Palm Beach County Comprehensive Plan directing the County to consider, among other relevant factors, the impact of proposed Comprehensive Plan Amendments on maintenance of livable communities, land use compatibility, neighborhood integrity, neighborhood sprit and sense of community, and buffering existing communities from "negative externalities"; and

WHEREAS, if the proposed amendments are adopted by the County Commission, the Minto West Project would result in a massive development adjacent to the Works of the District, especially its local roadway network, with certain local roads being converted into major regional thoroughfares to accommodate the traffic and other impacts from such new development, permanently altering the rural lifestyles of the Western Communities and severely impacting the carrying capacity of the Works of the District; and

WHEREAS, when the County Commission approved the rezoning for the Highland Dunes

development in 2013, many Commissioners publicly recognized the value to Palm Beach County of diverse lifestyles and intensities in Palm Beach County, including the rural lifestyle of the Western Communities, and stated that careful consideration must be given when applications for development in the area are considered; and

WHEREAS, Minto is not entitled to any additional development rights on the Property, as the current approved densities and uses were reviewed by the County in 2008 and approved consistent with the Property's designation as an Agricultural Enclave at that time, the land uses and densities/intensities in the Western Communities have not changed since those 2008 approvals, and Minto purchased the property knowing full well the extent and scope of the permitted development on the Property; and

WHEREAS, limiting Minto's development rights to those already conferred in 2008 would be in the best interest of the residents of the Indian Trail Improvement District and the Western Communities, as well as those of the County as a whole, by preserving the diversity of lifestyles that includes the rural and agricultural uses that are predominant within the Western Communities.

NOW THEREFORE BE IT RESOLVED by the Board of Supervisors of Indian Trail Improvement District that:

SECTION 1. The foregoing recitals are hereby affirmed and ratified as being true and correct.

SECTION 2. The Board of Supervisors of Indian Trail Improvement District hereby opposes the current pending applications or any amendments thereto filed by Minto seeking to change the Minto West Project's mix of uses and increase its densities and intensities. The Board of Supervisors of Indian Trail Improvement District acknowledges Palm Beach County's 2008

approvals for the site, and strongly urges the Palm Beach County Board of County Commissioners to not change those previous approvals.

SECTION 3. The Board of Supervisors of Indian Trail Improvement District hereby directs that a copy of this Resolution be provided to each member of the Palm Beach County Commission, the County Administrator, the Village of Royal Palm Beach, the Village of Wellington, the Town of Loxahatchee Groves, the Palm Beach County League of Cities, the Western Communities Council, and other entities as may be determined by the Board of Supervisors of Indian Trail Improvement District from time to time to be affected by the future development of the Property, for their consideration and review.

SECTION 4. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this 9th day of July, 2014.

INDIAN TRAIL IMPROVEMENT DISTRICT

(DISTRICT SEAL)

BY:_____
Carol Jacobs, President

BY:_____
Ralph Bair, Vice President

BY:_____
Michelle Damone, Treasurer

BY:_____
Gary Dunkley, Assistant Secretary

BY:_____
Jennifer Hager, Supervisor

Stephanie Gregory

From:	Frank S Palen [palen@caldwellpacetti.com]
Sent:	Monday, July 28, 2014 11:44 AM
To:	Verdenia Baker; Rebecca Caldwell; Lorenzo Aghemo; Bryan Davis; Stephanie Gregory; Nora Lavit G.; Robert P. Banks; Jon MacGillis; Leonard W. Berger; George Webb; Dan Weisberg; Ken Todd; Kim Graham
Cc:	'Jshallman@indiantrail.com'; Daqaree Bartels-Gremling; Priscilla Taylor A.; Paulette Burdick P.; Hal Valeche; Shelley Vana; Steven Abrams; MaryLou Berger; santama@pbcgov.org; Public Affairs; 'Carol Jacobs'; rbair@indiantrail.com; damone@indiantrail.com; Gary Dunkley (GaryDunkley.ITID@gmail.com); Jennifer Hagar (JHager@indiantrail.com); Carol Jacobs; Michelle Damone; Ralph Bair (RalphJeanetta@bellsouth.net); George Gentile, ASLA ; Dodi Glas; fmperri@perrytaylorlaw.com; Frank S Palen; James P. Fleischmann; jcapra@gocaptec.com; john.kim@mcmtrans.com; Karen Krumbholz; Marty Morlan ; Mary M Viator; Rhett Keene, P.E. ; Ruth P. Clements; stormj@fdn.com
Subject:	Indian Trail Improvement District Comments on Minto West Project
Attachments:	14-0724 ITID Ltr to PBC re Minto Impacts w Exh A.pdf

Dear Verdenia,

I attach a letter provided at your request and pursuant to the direction of Indian Trail Improvement District's Board of Supervisors. It summarizes the District's viewpoint on the proposed Minto West Project. The complete package (including all exhibits) is too voluminous to transmit directly, but may be accessed and downloaded from the following link:

https://www.dropbox.com/sh/9jom47h6yqj9pok/AABcbKuXkkAI8OD51nVaivSLa

The basic supporting information in this letter was provided in draft form to Brian Davis in the County Planning Division on July 2, 2014 so that he could consider it as he prepares the draft County Staff Report. In the interim, the District's Summary of Concerns (Exhibit A) has been substantially revised in response to changes in the Minto West Project and receipt of additional information regarding the Project. Exhibits B through L themselves have not been altered; Exhibit M has been added.

The Board of Supervisors acknowledges the land use mix and levels of density/intensity approved by the County in 2008 for the Callery-Judge Groves Agricultural Enclave. However, it is the District's position that the changes in land use and increases in density/intensity proposed by Minto SPW LLC cannot be justified within the terms of either the Agricultural Enclave Act or the Palm Beach County Comprehensive Plan as a whole. For the reasons presented at length in its letter, the Board of Supervisors strongly urges the County Commission not to increase the levels of density and intensity assigned to the property above those approved in 2008.

If you have any questions regarding this or any other related matter, please call the District's retained special legal counsel, F. Martin Perry, Esq. at 561- 721-3300.

Thank you

Frank

Frank S. Palen, Esq., AICP
Caldwell Pacetti Edwards Schoech & Viator LLP
One Clearlake Centre
250 South Australian Avenue, Suite 600
West Palm Beach, Florida 33401
Tel.: (561) 655-0620
Fax: (561) 655-3775
E-mail: palen@caldwellpacetti.com

RESOLUTION NO. 2014-002

A RESOLUTION OF THE BOARD OF SUPERVISORS OF INDIAN TRAIL IMPROVEMENT DISTRICT URGING THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY TO SUPPORT A REGIONAL APPROACH TO SOLVING THE TRAFFIC AND OTHER IMPACTS OF PROPOSED DEVELOPMENT IN THE WESTERN COMMUNITIES; REQUESTING SUPPORT FOR THIS APPROACH FROM THE AFFECTED MUNICIPALITIES IN THE WESTERN COMMUNITIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Indian Trail Improvement District (the "District") is an independent special district of the State of Florida located within the unincorporated area of the Western Communities of Palm Beach County, which provides and maintains drainage, roads and recreational public facilities to its residents and property owners; and

WHEREAS, Palm Beach County is the general purpose local government responsible for planning for and approving development and for providing roadways, traffic management and other public facilities and services in the unincorporated areas of the Western Communities; and

WHEREAS, Minto SPW, LLC (the "Company") has filed applications with Palm Beach County for amendments to the County's Comprehensive Plan and Land Development Regulations to allow the Company to construct a large scale development project, styled "Minto West", on approximately 4000 acres within the heart of the Western Communities, which project alone is projected at buildout to add more than 70,000 Average Daily Trips upon the region's roadway system; and

WHEREAS, Other large land holdings in addition to those of the Company, including those of G. L. Homes, Avenir and others, have submitted or are currently considering or preparing to submit applications for development approval, the cumulative effect of which will have enormous, transformative,

and potentially disastrous effects on the roadways, traffic management systems and public infrastructure in the Western Communities, which are commonly acknowledged to be inadequate to serve the existing population without the added burdens created by these proposed developments; and

WHEREAS, The traffic impacts of existing, announced and potential development will impose special burdens on the residents and taxpayers of the District who have constructed and currently maintain a large portion of the area's drainage and roadway facilities without outside financial assistance or support; and

WHEREAS, These traffic impacts will also seriously degrade and impede traffic flow on the roads and other public infrastructure of or serving municipalities in the Western Communities; and

WHEREAS, There is an urgent need for a cooperative, multi-jurisdictional, area-wide or "regional" approach to planning public facilities and services to address, and potentially resolve, the challenges created by likely increases in the intensity and density of development in the unincorporated area of the Western Communities.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors of Indian Trail Improvement District hereby:

1. Strongly urge the Palm Beach County Board of County Commissioners to take whatever action is necessary to address on a regional, multi-jurisdictional, cooperative basis the immediate, critical challenges posed by increased density and intensity of development in the Western Communities, especially the impact of such additional development on the area's inadequate drainage, roadway, and traffic management systems.

2. Request the governing boards of the affected municipalities to join with the District and

Palm Beach County to address the regional impacts of additional development, especially on the area's drainage, roadway and traffic management systems.

3. Direct District Staff and Consultants to present copies of this Resolution to the governing boards of the Town of Loxahatchee Groves, the Village of Wellington, the Village of Royal Palm Beach, the City of West Palm Beach and the City of Palm Beach Gardens, which municipalities and their residents are directly affected by the County's actions, and to solicit the support of and participation by these municipalities in this common effort.

4. EFFECTIVE DATE: This resolution is effective immediately upon adoption.

This Resolution passed and adopted this 14th day of May, 2014.

INDIAN TRAIL IMPROVEMENT DISTRICT, AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA

BY ITS BOARD OF SUPERVISORS

BY: _____
Carol Jacobs, President

BY: _____
Ralph Bair, Vice President

BY: _____
Michelle Damone, Treasurer

BY: _____
Gary Dunkley, Assistant Secretary

BY: _____
Jennifer Hager, Supervisor

(DISTRICT SEAL)

RESOLUTION NO. 2014-004

A RESOLUTION OF THE BOARD OF SUPERVISORS OF INDIAN TRAIL IMPOVEMENT DISTRICT EXPRESSING DISAPPROVAL OF THE CURRENT MINO WEST PROJECT; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, Indian Trail Improvement District (the "District") is an independent special district of the State of Florida located within the unincorporated area of the Western Communities of Palm Beach County, which provides and maintains drainage, roads and recreational public facilities to its residents and property owners; and

WHEREAS, a 3,791 acre parcel, formerly owned by Callery Judge Groves, approved in 2008 by the Palm Beach County Commission for development that would permit 2,996 dwelling units at a density of 0.80 units per acre and 235,000 square feet of non-residential development on property designated as an "Agricultural Enclave" in the Palm Beach County Comprehensive Plan (the "Property"); and

WHEREAS, in 2013, the Property was conveyed to a new owner, Minto SPW, LLC ("Minto"); and

WHEREAS, Minto has since filed an application with Palm Beach County to amend the Palm Beach County Comprehensive Plan by revising the Agricultural Enclave provisions in the Future Land Use Element in order to permit the development of the following:

- 6,500 residential units
- 1.4 million square feet of non-residential
    - 200,000 square feet of office
    - 200,000 square feet of light industrial/manufacturing
    - 500,000 square feet of aerospace and technology research and development
    - 500,000 square feet of retail
- 3,000 student university

- 150 room hotel
- Spring Training Baseball Complex
- Community parks and recreation facilities
- Elementary, middle and high school

on the property (the "Minto West Project"); and

WHEREAS, the pending application more than doubles the currently approved residential density on the Property, and would increase the non-residential uses on the Property more than six times that of the currently approved plan; and

WHEREAS, as a designated Agricultural Enclave, the development has a statutory presumption that it is not urban sprawl if its land uses and densities include those that surround the property; and

WHEREAS, considering the Indian Trail Improvement District, the uses and intensities in the area generally known as the "Western Communities," the proposed amendment would be urban sprawl; and

WHEREAS, the approval of the proposed amendment would result in an urban enclave, with uses and intensities of use disproportionate to those that surround the Property; and

WHEREAS, if the proposed amendments are adopted by the County Commission, it would result in a massive development, and certain roads being converted into thoroughfares for traffic from new developments, which would permanently alter the rural lifestyles of the Western Communities; and

WHEREAS, when the County Commission approved the rezoning for the Highland Dunes development in 2013, many Commissioners publicly recognized the value to Palm Beach County of diverse lifestyles and intensities in Palm Beach County, including the rural lifestyle of the Western Communities, and stated that careful consideration must be given when applications

for development in the area are considered; and

WHEREAS, Minto is not entitled to any additional development rights, as the current approved densities and uses were reviewed by the County in 2008 and approved consistent with the Property's designation as an Agricultural Enclave at that time, the uses and intensities of use in the Western communities have not changed since those 2008 approvals, and Minto purchased the property knowing full well the extent and scope of the permitted development on the Property; and

WHEREAS, denying the proposed applications would be in the best interest of the residents of the Indian Trail Improvement District and the Western Communities, as well as throughout the County by preserving the diversity of lifestyles that includes the rural and agricultural uses that are predominant within the Western Communities.

NOW THEREFORE BE IT RESOLVED by the Board of Supervisors of Indian Trail Improvement District that:

SECTION 1. The foregoing recitals are hereby affirmed and ratified as being true and correct.

SECTION 2. The Board of Supervisors of Indian Trail Improvement District hereby expresses its disapproval of the current pending applications filed by Minto to increase the currently approved densities and intensities of uses for the Minto West Project. The Board of Supervisors of Indian Trail Improvement District has stated its willingness to accept Palm Beach County's previous 2008 approvals for the site, and strongly urges the Palm Beach County Board of County Commissioners to not change those previous approvals.

SECTION 3. The Board of Supervisors of Indian Trail Improvement District hereby

directs that a copy of this Resolution be provided to each member of the Palm Beach County Commission, the County Administrator, the Village of Royal Palm Beach, the Indian Tail Improvement District, the Town of Loxahatchee Groves, the Palm beach County League of Cities, and other entities as may be determined by the Board of Supervisors of Indian Trail Improvement District from time to time to be affected by the future development of the Property, for their consideration and review.

SECTION 4. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this 9th day of July, 2014.

INDIAN TRAIL WATER CONTROL DISTRICT

BY: _____
Carol Jacobs, President

BY: _____
Ralph Bair, Vice President

BY: _____
Michelle Damone, Treasurer

BY: _____
Gary Dunkley, Assistant Secretary

BY: _____
Jennifer Hager, Supervisor

(DISTRICT SEAL)