TRAFFIC IMPACT ANALYSIS

RaceTrac Atlantic & Congress
Delray Beach, FL

Prepared for:
The Morgan Companies
Charlotte, North Carolina

Prepared by:

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

131012
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CA 29013

Shaun G. MacKenzie P.E.
Florida License # 61751

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from redeveloping the existing 13,378 SF Pharmacy/Drugstore with Drive-Through Window to a 5,411 SF Convenience Store with 20 Fueling Positions. The project is located on the southwest corner of Atlantic Avenue and Congress Avenues in Delray Beach, Florida (PCN: 12-43-46-18-56-001-0000).

The proposed project is expected to generate the following net new external trips:

- 1,110 daily, 104 AM peak hour (51 in/53 out), and 60 PM peak hour (30in/30 out) trips.

The proposed project is expected to generate the following cumulative driveway trips:

- 4,719 daily, 330 AM peak hour (165 in/165 out), and 330 PM peak hour (165 in/165 out) trips.

This traffic impact analysis shows that the proposed project will meet Palm Beach County's Traffic Performance Standards through December 31, 2022 (i.e. Test 1 - Part 1, Test 1 - Part II, and Test 2).

A right-turn lane into the property is recommended and meets the County warranting criteria at the Congress Avenue driveway.

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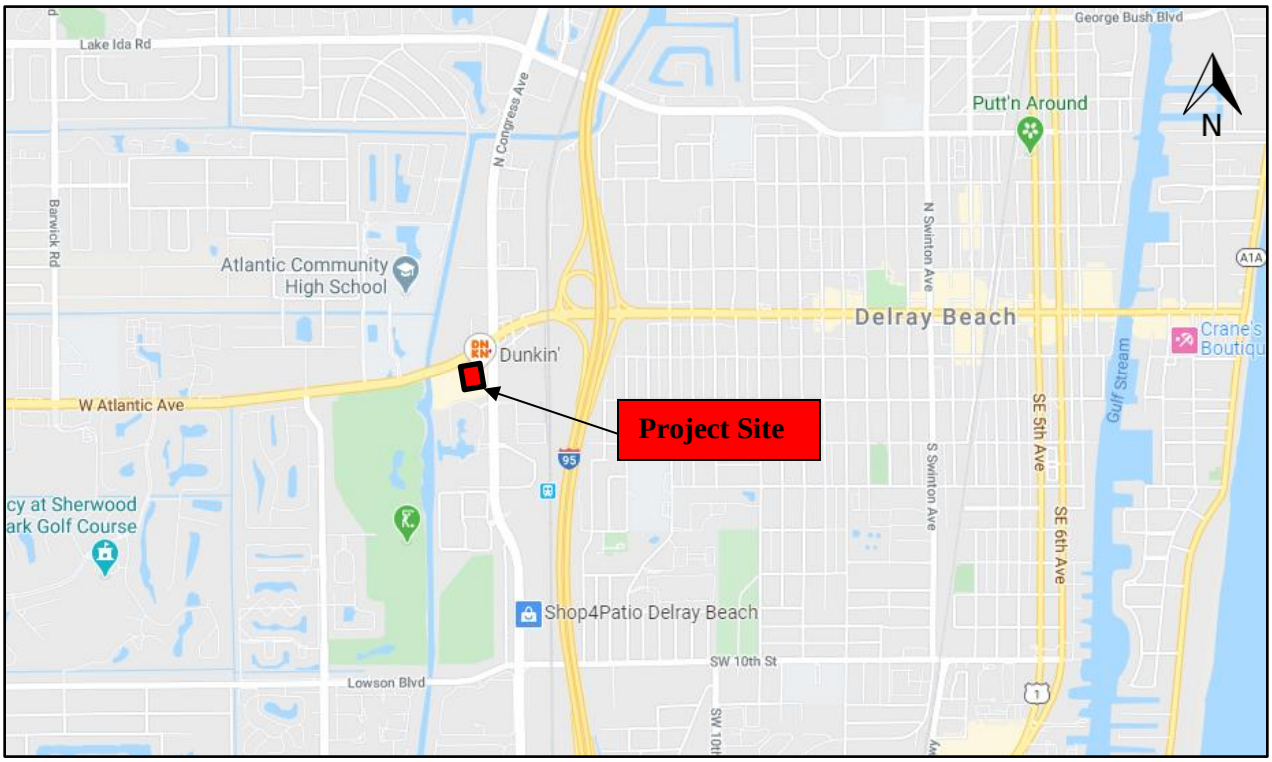
INTRODUCTION

MacKenzie Engineering & Planning, Inc. was retained to prepare a traffic impact analysis for the project. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the Countywide Traffic Performance Standards of Palm Beach County. The analysis used current data available from Palm Beach County.

This analysis has been prepared to evaluate traffic impacts resulting from redeveloping the existing 13,378 SF Pharmacy/Drugstore with Drive-Through Window to a 5,411 SF Convenience Store with 20 Fueling Positions. The project is located on the southwest corner of Atlantic Avenue and Congress Avenues in Delray Beach, Florida (PCN: 12-43-46-18-56-001-0000). A buildout year of 2022 was analyzed for the proposed project. Figure 1 illustrates the site location.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

The traffic data used in this analysis were obtained from Palm Beach County and MEP. Palm Beach County provided committed trip information. The data included:

- Historic Traffic Count Data
- Roadway Geometrics
- Intersection Turning Movement Counts

The Morgan Companies provided site information.

PROJECT TRAFFIC

Traffic Generation

The study uses trip generation rates for Pharmacy/Drugstore with Drive-Through Window (ITE Land Use 881) and Gas Station with Convenience Store (FDOT) published in the Palm Beach County Trip Generation Rates table. Table 1 presents the project's trip generation.

Existing Use

- 13,378 SF Pharmacy/Drugstore with Drive-Through Window (ITE Land Use 881)

The existing project generates the following net new external trips:

- 730 daily, 25 AM peak hour (13 in/12 out), and 69 PM peak hour (34 in/35 out) trips.

The existing project generates the following cumulative driveway trips:

- 1,460 daily, 51 AM peak hour (27 in/24 out), and 138 PM peak hour (69 in/69 out) trips.

Proposed Use

- 5,411 SF Convenience Store with 20 Fueling Positions (FDOT)

The proposed project is expected to generate the following net new external trips:

- 1,840 daily, 129 AM peak hour (64 in/64out), and 129 PM peak hour (64 in/65 out) trips.

The proposed project is expected to generate the following cumulative driveway trips:

- 4,719 daily, 330 AM peak hour (165 in/165 out), and 330 PM peak hour (165 in/165 out) trips.

Net Impact

The difference between the maximum trip generation potential of the existing land use and the proposed land use was examined to determine the impact to the existing and future roadway network. Table 1 displays the resulting trip generation.

The proposed project is expected to generate the following net new external trips:

- 1,110 daily, 104 AM peak hour (51 in/53 out), and 60 PM peak hour (30in/30 out) trips.

The proposed project is expected to generate the following cumulative driveway trips:

- 3,259 daily, 279 AM peak hour (138 in/141 out), and 192 PM peak hour (96 in/96 out) trips.

Table 1. Trip Generation

Land Use	**Intensity**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Existing Site Traffic								
Pharmacy + DT	13.378 1000 SF	1,460	51	27	24	138	69	69
Pass-By Traffic								
Pharmacy + DT	50.0%	730	26	14	12	69	35	34
NET EXISTING TRIPS		***730***	***25***	***13***	***12***	***69***	***34***	***35***
Total Existing Driveway Volumes		***1,460***	***51***	***27***	***24***	***138***	***69***	***69***
Proposed Site Traffic								
Conv. Mrkt w/ Gas Pumps 5.411 20	5.411 ksf + 20	4,719	330	165	165	330	165	165
Pass-By Traffic								
Conv. Mrkt w/ Gas Pumps	61.0%	2,879	201	101	100	201	101	100
NET PROPOSED TRIPS		***1,840***	***129***	***64***	***65***	***129***	***64***	***65***
Total Proposed Driveway Volumes		***4,719***	***330***	***165***	***165***	***330***	***165***	***165***
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**1,110**	**104**	**51**	**53**	**60**	**30**	**30**
NET CHANGE IN DRIVEWAY VOLUMES		**3,259**	**279**	**138**	**141**	**192**	**96**	**96**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Pharmacy + DT	881	1000 SF	109.16	50%	53/47	3.84	50/50	10.29
Conv. Mrkt w/ Gas Pumps	FDOT	1000 SF & Pumps	14.3 x PM Trips	61%	50/50	used PM information	50/50	12.3 x Fuel Pumps + 15.5 x 1,000 SF

Internal Capture

Proposed internal capture is 0.

Pass-by Trip Capture

The proposed pass-by capture is in accordance with the table "Palm Beach County Trip Generation Rates", as shown in Exhibit 1.

Radius of Impact

Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for the projects net proposed peak hour trip generation of 104 AM peak hour and 60 PM peak hour trips, the radius of development influence shall be 2 miles.

TRAFFIC DISTRIBUTION

Traffic distribution and assignment was determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	25 percent
SOUTH	-	25 percent
WEST	-	25 percent
EAST	-	25 percent

TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignment is illustrated in Figure 2. The radius of development influence (Table 12.B.2.D-7, 3A) was based on the number of net proposed trips generated by the development. Based on the net traffic generation at the end of buildout, it was determined that the maximum radius of development influence for Test 1 and Test 2 of the Traffic Performance Standards is 2 miles.

Figure 2. Traffic Assignment

ASSURED AND PROGRAMMED CONSTRUCTION

A review conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. No improvements are identified in the plans to add capacity within the study area. The following improvements are within the study area:

- Barwick Rd from West Atlantic Ave to Lake Ida Rd – Add Bike Lane/Sidewalk
- Homewood Blvd from Old Germantown Rd to Lowson Blvd – Add Bike Lane/Sidewalk

TEST ONE - PART I (INTERSECTION ANALYSIS)

According to the County's TPS Section 2.A.1, Part I of Test One requires an analysis of the major intersection(s) nearest to each link that is directly assessed and significantly impacted by the proposed project. In addition, it is also required that an analysis be performed on all intersections where the project traffic is equal to or greater than 10 percent of the total traffic on at least one of the intersection approaches.

Intersections with Ten Percent Project Traffic on Approach

Based on the project trip generation at the end of buildout phase, there are no intersections where the project traffic was equal to or greater than 10 percent on at least one of the intersection approaches.

Intersections on Significantly Impacted Links

The project has direct access on Atlantic Avenue and Congress Avenue, the project does not significantly impact Atlantic Avenue and Congress Avenue as shown in Exhibit 2 and Exhibits 3.

Test One – Part 1 is satisfied.

TEST ONE - PART II (LINK EVALUATION)

According to the County's TPS Section 2.A.2, Part II of Test One requires a one-way peak hour link performance standard evaluation for each link considering its total one-way peak hour traffic volume and the roadway laneage to be in place by the end of the project buildout in 2022. Significant links are road segments impacted by project traffic that equals or exceeds one percent of a roadway's service volume.

The project related traffic and total traffic for the AM and PM peak hours for one-way peak hour conditions are shown in Exhibits 2 through 3. The project is insignificant on the adjacent roadway segments.

Test 1 – Part II is satisfied.

TEST TWO - PART I (LINK EVALUATION)

Based on the requirements of Palm Beach County's TPS Section 2.B, an analysis was undertaken for all the roadway links included in the Palm Beach County Thoroughfare Map within the maximum radius of development influence to determine the Test Two significantly impacted links. Per Palm Beach County standards, all the roadway links on which the project traffic impact is greater than 3% of the LOS-E service volume are considered significantly impacted by the project traffic.

Total Peak Hour

A Test Two one-way peak hour link performance standard evaluation was undertaken for all thoroughfare links within the project study area. Based on the analysis, none of the Test Two roadway links are significantly impacted by the project, as shown in Exhibit 4.

Test Two is satisfied.

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in 2022 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- Atlantic Avenue & Driveway 1
- Atlantic Avenue & Driveway 2
- Congress Avenue & Driveway 3

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. Atlantic Ave & DW 1, Atlantic Ave & DW 2 and Congress Ave & DW 3 counts were collected in August 2020. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Growth

In order to provide an accurate traffic analysis, the growth rate at each intersection was determined by a volume weighted averaging of the growth on each leg of the intersection as shown in Table 2.

Table 2. Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual Absolute Growth	Growth Rate
Congress Ave	Linton Blvd	Altantic Ave	28,000	32,000	29,500	31,500	35,000	1,350	3.9%
Congress Ave	Altantic Ave	Lake Ida Rd	33,000	33,000	34,000	34,000	34,000	300	0.9%
Congress Ave	Lake Ida Rd	Summit Dr	29,500	28,500	29,500	29,500	29,500	100	0.3%
Homewood Blvd	Linton Blvd	Altantic Ave	6,200	5,000	5,000	5,000	5,000	-240	-4.8%
I-95	Woolbright Rd	Bridge No-930503	195,661	203,082	203,059	199,727	198,560	244	0.1%
I-95	Bridge No-930503	Bridge No-930499	203,000	209,000	215,000	217,000	227,000	5,600	2.5%
Lake Ida Rd	Barwick Rd	Congress Ave	27,000	27,500	27,500	27,500	27,800	160	0.6%
Lake Ida Rd	Congress Ave	US 1	20,500	19,500	20,500	20,500	20,500	100	0.5%
Atlantic Ave	Military Trail	Congress Ave	-	-	-	45,000	41,000	-4,000	-9.8%
Atlantic Ave	Congress Ave	SR 9	46,500	52,500	49,000	47,500	47,500	-300	-0.6%
Atlantic Ave	SR 9	SW 11th Ave	37,500	44,000	40,500	42,500	42,500	850	2.0%
Atlantic Ave	SW 11th Ave	Swinton Ave	26,000	26,500	29,000	30,500	28,500	900	3.2%
Atlantic Ave	Swinton Ave	US 1	11,900	10,500	10,200	9,000	8,400	-850	-10.1%
Lowson Blvd	Military Trail	Congress Ave	3,700	3,700	3,700	4,500	4,500	240	5.3%
Military Tr	Clint Moore Rd	Altantic Ave	36,000	36,500	39,500	39,500	39,500	1,000	2.5%
Military Tr	Altantic Ave	Flavor Pict Rd	33,000	34,500	35,500	35,500	35,500	600	1.7%
Linton Blvd	Military Trail	Dover Rd	37,500	40,500	39,000	39,000	39,000	150	0.4%
Linton Blvd	Dover Rd	Congress Ave	34,000	37,000	37,000	37,000	37,000	600	1.6%
Linton Blvd	Congress Ave	SB I-95	38,000	42,000	42,000	42,000	45,000	1,400	3.1%
Linton Blvd	SB I-95	SW 10th Ave	49,000	43,500	40,500	44,000	55,500	1,350	2.4%
Linton Blvd	SW 10th Ave	US 1	39,000	42,500	40,000	40,000	40,000	-50	-0.1%
SW 10th St	Congress Ave	Old Dixie Hwy	15,700	17,200	17,500	17,600	17,800	460	2.6%
							Weighted Average		0.9%
							Growth Rate Used		**2.0%**

Intersection Analysis

Atlantic Avenue & DW 1 (850 Feet West of Congress Ave)

MEP evaluated the Atlantic Ave & DW 1 intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). All of the turn-lanes used by vehicles destined to or from the project are adequate. MEP obtained the 95th percentile queue from HCS 7 for each turn-lane at the intersection and compared it to the existing turn-lane lane length. The intersection is projected to operate acceptably and no improvements are needed.

Table 3. Atlantic Ave & DW 1 Storage Analysis

Direction	Turn-Lane	AM Peak 95th Queue(veh)	PM Peak 95th Queue(veh)	Existing Storage (veh)	Adequate
Westbound	Left	1	2	7	YES
Northbound	Left	4	3	4	YES
	Right	1	1	3	YES

Atlantic Avenue & DW 2 (460 Feet West of Congress Ave)

MEP evaluated the Atlantic Ave & DW 2 intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). All of the turn-lanes used by vehicles destined to or from the project are adequate. MEP obtained the 95th percentile queue from HCS 7 for each turn-lane at the intersection and compared it to the existing turn-lane lane length. The intersection is projected to operate acceptably and no improvements are needed.

Table 4. Atlantic Ave & DW 2 Storage Analysis

Direction	Turn-Lane	AM Peak 95th Queue(veh)	PM Peak 95th Queue(veh)	Existing Storage (veh)	Adequate
Northbound	Right	3	2	3	YES

Congress Avenue & DW 3 (530 Feet South of Atlantic Ave)

MEP evaluated the Congress Ave & DW 3 intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). All of the turn-lanes used by vehicles destined to or from the project are adequate. MEP obtained the 95th percentile queue from HCS 7 for each turn-lane at the intersection and compared it to the existing turn-lane lane length. The intersection is projected to operate acceptably and no improvements are needed.

Table 5. Congress Ave & DW 3 Storage Analysis

Direction	Turn-Lane	AM Peak 95th Queue(veh)	PM Peak 95th Queue(veh)	Existing Storage (veh)	Adequate
Eastbound	Right	2	1	2	YES
Northbound	Left	3	2	5	YES

DRIVEWAYS

The project site has the following existing accesses:

- Atlantic Avenue & Driveway 1 (850 feet west of Congress Ave) – Full opening
  - No turn lanes are recommended.
- Atlantic Avenue & Driveway 2 (460 feet west of Congress Ave) – Right-in/Right-out
  - No turn lanes are recommended.
- Congress Avenue & Driveway 3 (530 feet south of Atlantic Ave) – Full opening
  - Construct a southbound right-turn lane.

Figure 3A through 3C illustrate the existing, net change and total proposed driveway volumes, respectively.

Figure 3A. Existing Driveway Volumes

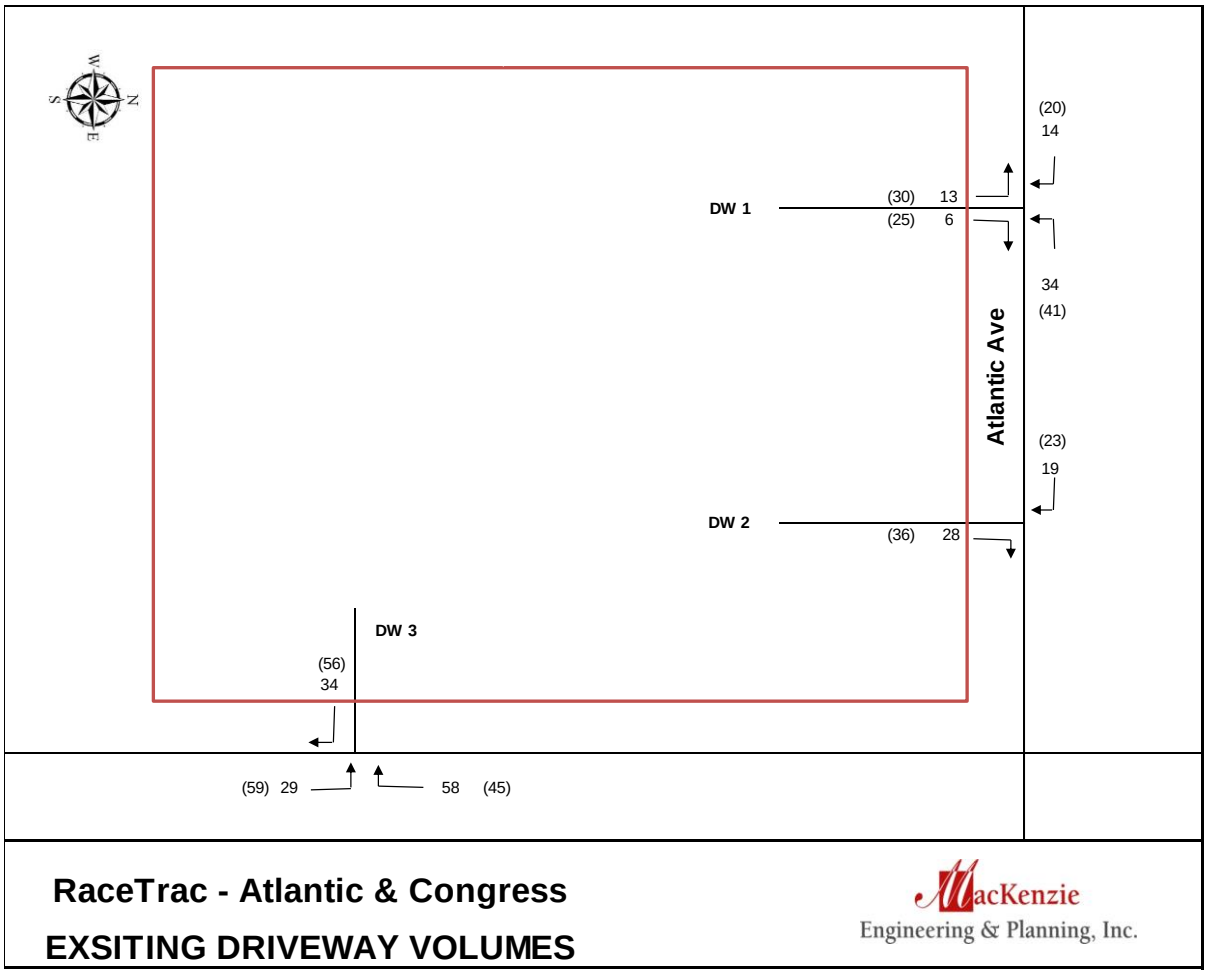


Figure 3B. Net Change Driveway Volumes

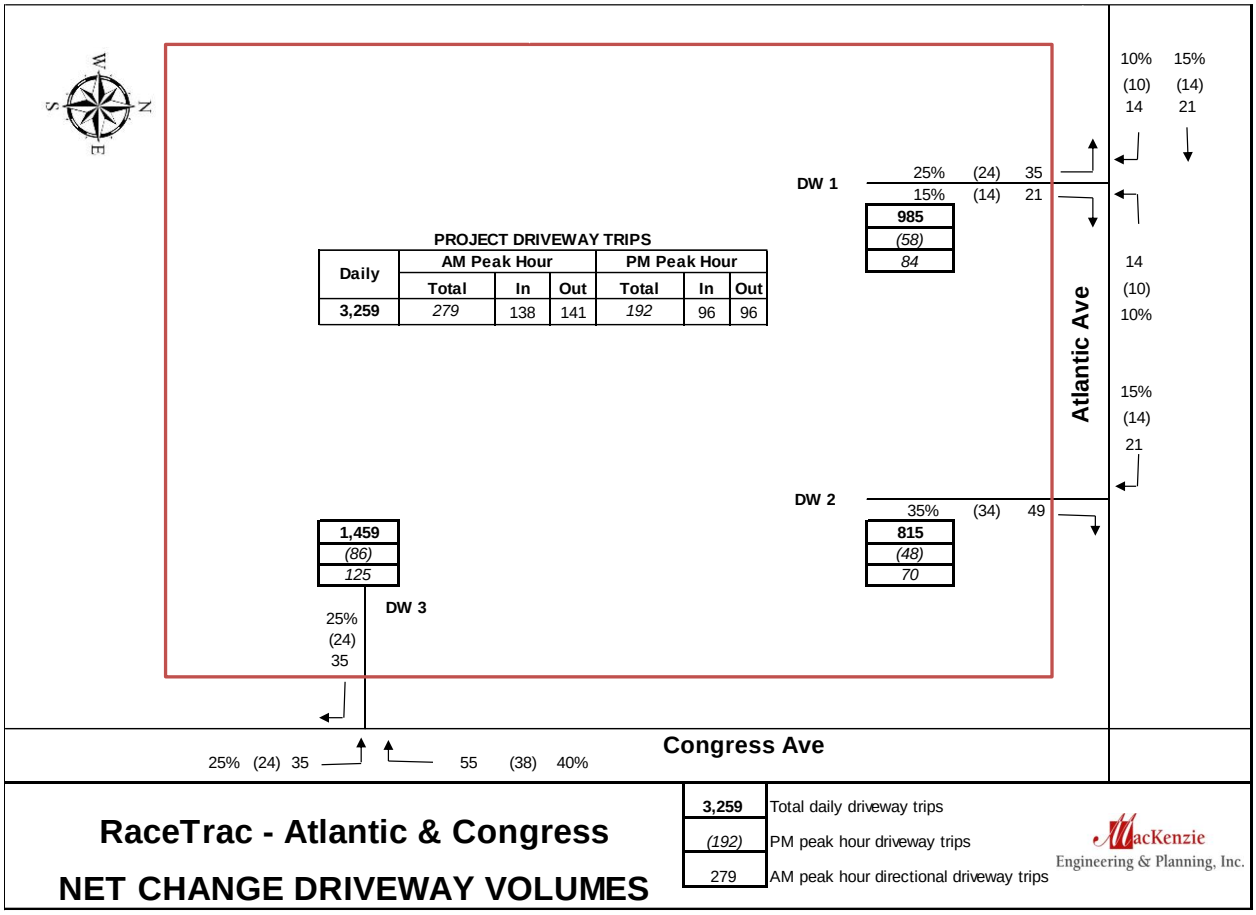
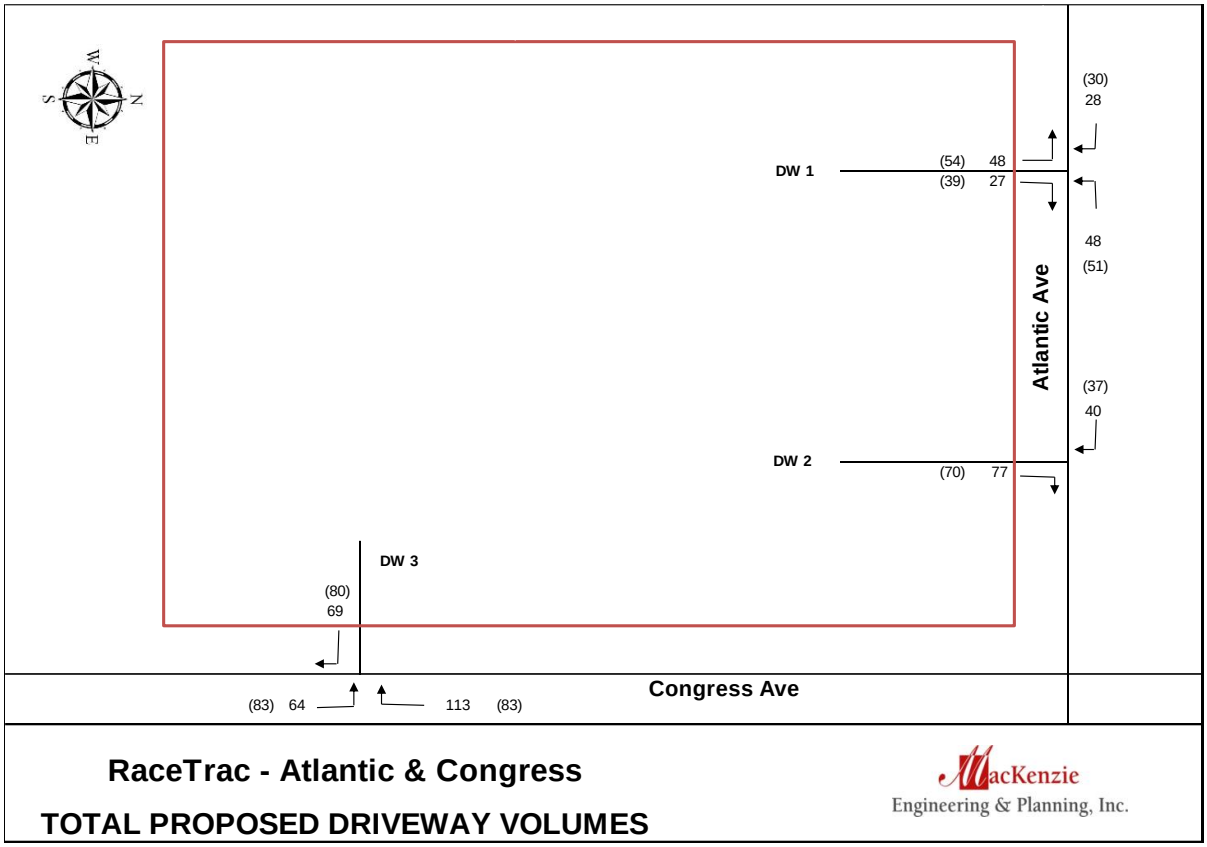


Figure 3C. Total Driveway Volumes



Turn Lanes

Atlantic Avenue & DW 1 (850 Feet West of Congress Ave)

Ingress Right Turn Lane

A right-turn lane at this location is not required because the projected right-turn volume of 30 vehicles does not satisfy criteria identified within PBC Code 300 Driveways and Other Turnouts Section 6B.

PBC Code 300 Driveways and Other Turnouts Section 6B. Requirements for a right-turn lane:

a) The adjacent street roadway AADT exceeds 10,000 (41,000); and (Met)
b) Driveway volume exceeds 1,000 vehicles per day (1,269); and (Met)
c) Right turn ingress volumes exceed 75 vehicles per hour per peak hour (30). (Not met)

Ingress Left Turn Lane

A left-turn lane at this location exists.

Atlantic Avenue & DW 2 (460 Feet West of Congress Ave)

Ingress Right Turn Lane

A right-turn lane at this location is not required because driveway volumes of 40 peak hour vehicles does not satisfy criteria identified within PBC Code 300 Driveways and Other Turnouts Section 6B.

Congress Avenue & DW 3 (530 Feet South of Atlantic Ave)

Ingress Right Turn Lane

A right-turn lane at this location is required because the projected peak hour right-turn volume of 113 satisfies satisfy criteria identified within PBC Code 300 Driveways and Other Turnouts Section 6B.

Ingress Left Turn Lane

A left-turn lane into the entrance exists.

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from redeveloping the existing 13,378 SF Pharmacy/Drugstore with Drive-Through Window to a 5,411 SF Convenience Store with 20 Fueling Positions. The project is located on the southwest corner of Atlantic Avenue and Congress Avenues in Delray Beach, Florida (PCN: 12-43-46-18-56-001-0000).

The proposed project is expected to generate the following net new external trips:

- 1,110 daily, 104 AM peak hour (51 in/53 out), and 60 PM peak hour (30in/30 out) trips.

The proposed project is expected to generate the following cumulative driveway trips:

- 4,719 daily, 330 AM peak hour (165 in/165 out), and 330 PM peak hour (165 in/165 out) trips.

This traffic impact analysis shows that the proposed project will meet Palm Beach County's Traffic Performance Standards through December 31, 2022 (i.e. Test 1 - Part 1, Test 1 - Part II, and Test 2).

A right-turn lane into the property is recommended and meets the County warranting criteria at the Congress Avenue driveway.

MacKenzie
Engineering & Planning, Inc.

APPENDICES

Exhibit 1. Trip Generation

Exhibit 2. AM Peak Hour One-Way Link Analysis

Exhibit 3. PM Peak Hour One-Way Link Analysis

Exhibit 4. Peak Hour One-Way Link Analysis

Exhibit 5. Intersection Development Worksheets

Exhibit 6. Intersection Analysis Results

A- TPS Roadway Intersection Traffic Data

B- FDOT Peak Season Factor

C- PBC TPS Tables 12.B.2.C-12.B.2.D

D- Site Plan and Turnlane Exhibt

E- Property ID Card

F- PBC Trip Generation Rates

G- FDOT Five Year Work Program

H- PBC Hand Turning Movement Counts

EXHIBIT 1

RaceTrac - Atlantic & Congress

Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Existing Site Traffic								
Pharmacy + DT	13.378 1000 SF	1,460	51	27	24	138	69	69
Pass-By Traffic								
Pharmacy + DT	50.0%	730	26	14	12	69	35	34
NET EXISTING TRIPS		***730***	***25***	***13***	***12***	***69***	***34***	***35***
Total Existing Driveway Volumes		***1,460***	***51***	***27***	***24***	***138***	***69***	***69***
Proposed Site Traffic								
Conv. Mrkt w/ Gas Pumps 5.411 20	5.411 ksf + 20	4,719	330	165	165	330	165	165
Pass-By Traffic								
Conv. Mrkt w/ Gas Pumps	61.0%	2,879	201	101	100	201	101	100
NET PROPOSED TRIPS		***1,840***	***129***	***64***	***65***	***129***	***64***	***65***
Total Proposed Driveway Volumes		***4,719***	***330***	***165***	***165***	***330***	***165***	***165***
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**1,110**	**104**	**51**	**53**	**60**	**30**	**30**
NET CHANGE IN DRIVEWAY VOLUMES		**3,259**	**279**	**138**	**141**	**192**	**96**	**96**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Pharmacy + DT	881	1000 SF	109.16	50%	53/47	3.84	50/50	10.29
Conv. Mrkt w/ Gas Pumps	FDOT	1000 SF & Pumps	14.3 x PM Trips	61%	50/50	used PM information	50/50	12.3 x Fuel Pumps + 15.5 x 1,000 SF

EXHIBIT 2 - AM PEAK HOUR
RaceTrac Atlantic & Congress
TEST 1 - PART 2 - AM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway		Existing		Committed		Percent	AM Peak Hour		AM Peak Hour		Significant	
From	To	Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	Project Assign	Project Trips NB/EB	Project Trips SB/WB	Significance NB/EB	Significance SB/WB	Impact ? NB/EB	Impact ? SB/WB
Atlantic Avenue												
Military Trail	Barwick Rd	6LD	2,940	6LD	2,940	15%	8	8	0.3%	0.3%	no	no
Barwick Rd	Project Site	6LD	2,680	6LD	2,680	25%	13	13	0.5%	0.5%	no	no
Project Site	Congress Avenue	6LD	2,680	6LD	2,680	25%	13	13	0.5%	0.5%	no	no
Congress Ave	Swinton Ave	4LD	1,770	4LD	1,770	15%	8	8	0.5%	0.5%	no	no
Congress Avenue												
35th Ave SW	Lake Ida	6LD	2,680	6LD	2,680	5%	3	3	0.1%	0.1%	no	no
Lake Ida Rd	Atlantic Ave	6LD	2,940	6LD	2,940	25%	13	13	0.4%	0.4%	no	no
Atlantic Ave	Project Site	6LD	2,680	6LD	2,680	40%	21	20	0.8%	0.7%	no	no
Project Site	Lowson Blvd	6LD	2,680	6LD	2,680	25%	13	13	0.5%	0.5%	no	no
Lowson Blvd	Linton Blvd	6LD	2,940	6LD	2,940	10%	5	5	0.2%	0.2%	no	no
Linton Blvd	NW 82nd St	6LD	2,940	6LD	2,940	5%	3	3	0.1%	0.1%	no	no
Lake Ida Road												
Military Trail	Barwick Rd	4LD	1,960	4LD	1,960	5%	3	3	0.2%	0.2%	no	no
Barwick Rd	Congres Avenue	4LD	1,960	4LD	1,960	10%	5	5	0.3%	0.3%	no	no
Congres Avenue	Swinton Ave	4LD	1,960	4LD	1,960	10%	5	5	0.3%	0.3%	no	no
Lowson Blvd												
Military Trail	Congres Avenue	2L	810	2L	810	5%	3	3	0.4%	0.4%	no	no
Sw 10th St												
Congres Avenue	Old Dixie Hwy	4LU	1,680	4LU	1,680	10%	5	5	0.3%	0.3%	no	no
Military Trail												
Lake Ida Rd	Atlantic Ave	6LD	2,680	6LD	2,680	5%	3	3	0.1%	0.1%	no	no
Atlantic Ave	Linton Blvd	6LD	2,680	6LD	2,680	5%	3	3	0.1%	0.1%	no	no
Federal Hwy												
Lowson Blvd	Linton Blvd	4LD	1,770	4LD	1,770	10%	5	5	0.3%	0.3%	no	no
Linton Blvd												
Military Trail	Homewood Blvd	6LD	2,940	6LD	2,940	3%	2	2	0.1%	0.1%	no	no
Homewood Blvd	Congress Avenue	6LD	2,940	6LD	2,940	2%	1	1	0.0%	0.0%	no	no
Congress Avenue	Old Dixie Hwy	6LD	2,680	6LD	2,680	4%	2	2	0.1%	0.1%	no	no

EXHIBIT 3 - PM PEAK HOUR
RaceTrac - Florida Mango
TEST 1 - PART 2 - PM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway		Existing		Committed		Percent	Project Trips		Significance		Significant Impact ?	
From	To	Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	Project Assign	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Atlantic Avenue												
Military Trail	Barwick Rd	6LD	2,940	6LD	2,940	15%	5	5	0.2%	0.2%	no	no
Barwick Rd	Project Site	6LD	2,680	6LD	2,680	25%	8	8	0.3%	0.3%	no	no
Project Site	Congress Avenue	6LD	2,680	6LD	2,680	25%	8	8	0.3%	0.30%	no	no
Congress Ave	Swinton Ave	4LD	1,770	4LD	1,770	15%	5	5	0.3%	0.28%	no	no
Congress Avenue												
35th Ave SW	Lake Ida	6LD	2,680	6LD	2,680	5%	2	2	0.1%	0.1%	no	no
Lake Ida Rd	Atlantic Ave	6LD	2,940	6LD	2,940	25%	8	8	0.3%	0.3%	no	no
Atlantic Ave	Project Site	6LD	2,680	6LD	2,680	40%	12	12	0.4%	0.4%	no	no
Project Site	Lowson Blvd	6LD	2,680	6LD	2,680	25%	8	8	0.3%	0.3%	no	no
Lowson Blvd	Linton Blvd	6LD	2,940	6LD	2,940	10%	3	3	0.1%	0.1%	no	no
Linton Blvd	NW 82nd St	6LD	2,940	6LD	2,940	5%	2	2	0.1%	0.1%	no	no
Lake Ida Road												
Military Trail	Barwick Rd	4LD	1,960	4LD	1,960	5%	2	2	0.1%	0.1%	no	no
Barwick Rd	Congres Avenue	4LD	1,960	4LD	1,960	10%	3	3	0.2%	0.2%	no	no
Congres Avenue	Swinton Ave	4LD	1,960	4LD	1,960	10%	3	3	0.2%	0.2%	no	no
Lowson Blvd												
Military Trail	Congres Avenue	2L	810	2L	810	5%	2	2	0.2%	0.2%	no	no
Sw 10th St												
Congres Avenue	Old Dixie Hwy	4LU	1,680	4LU	1,680	10%	3	3	0.2%	0.2%	no	no
Military Trail												
Lake Ida Rd	Atlantic Ave	6LD	2,680	6LD	2,680	5%	2	2	0.1%	0.1%	no	no
Atlantic Ave	Linton Blvd	6LD	2,680	6LD	2,680	5%	2	2	0.1%	0.1%	no	no
Federal Hwy												
Lowson Blvd	Linton Blvd	4LD	1,770	4LD	1,770	10%	3	3	0.2%	0.2%	no	no
Linton Blvd												
Military Trail	Homewood Blvd	6LD	2,940	6LD	2,940	3%	1	1	0.0%	0.0%	no	no
Homewood Blvd	Congress Avenue	6LD	2,940	6LD	2,940	2%	1	1	0.0%	0.0%	no	no
Congress Avenue	Old Dixie Hwy	6LD	2,680	6LD	2,680	4%	1	1	0.0%	0.0%	no	no

EXHIBIT 4
RaceTrac Atlantic & Congress
TEST 2 - PEAK HOUR ONE-WAY LINK ANALYSIS
TABLE 12.B.C-4 2A: LOS E - LINK SERVICE VOLUMES

Roadway		Existing		Committed		Percent	AM Peak Hour		PM Peak Hour		Project Significance				Significant
From	To	Number	LOS 'E'	Number	LOS 'E'	Project	Project Trips		Project Trips		AM		PM		Impact
		Of Lanes	Capacity	Of Lanes	Capacity	Assignment	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	???
Atlantic Avenue															
Military Trail	Barwick Rd	6LD	2,940	6LD	2,940	15%	8	8	5	5	0.3%	0.3%	0.2%	0.2%	No
Barwick Rd	Project Site	6LD	2,830	6LD	2,830	25%	13	13	8	8	0.5%	0.5%	0.3%	0.3%	No
Project Site	Congress Avenue	6LD	2,830	6LD	2,830	25%	13	13	8	8	0.5%	0.5%	0.3%	0.3%	No
Congress Ave	Swinton Ave	4LD	1,870	4LD	1,870	15%	8	8	5	5	0.4%	0.4%	0.3%	0.3%	No
Congress Avenue															
35th Ave SW	Lake Ida	6LD	2,830	6LD	2,830	5%	3	3	2	2	0.1%	0.1%	0.1%	0.1%	No
Lake Ida Rd	Atlantic Ave	6LD	2,940	6LD	2,940	25%	13	13	8	8	0.4%	0.4%	0.3%	0.3%	No
Atlantic Ave	Project Site	6LD	2,830	6LD	2,830	40%	21	20	12	12	0.7%	0.7%	0.4%	0.4%	No
Project Site	Lowson Blvd	6LD	2,830	6LD	2,830	25%	13	13	8	8	0.5%	0.5%	0.3%	0.3%	No
Lowson Blvd	Linton Blvd	6LD	2,940	6LD	2,940	10%	5	5	3	3	0.2%	0.2%	0.1%	0.1%	No
Linton Blvd	NW 82nd St	6LD	2,940	6LD	2,940	5%	3	3	2	2	0.1%	0.1%	0.1%	0.1%	No
Lake Ida Road															
Military Trail	Barwick Rd	4LD	1,960	4LD	1,960	5%	3	3	2	2	0.2%	0.2%	0.1%	0.1%	No
Barwick Rd	Congres Avenue	4LD	1,960	4LD	1,960	10%	5	5	3	3	0.3%	0.3%	0.2%	0.2%	No
Congres Avenue	Swinton Ave	4LD	1,960	4LD	1,960	10%	5	5	3	3	0.3%	0.3%	0.2%	0.2%	No
Lowson Blvd															
Military Trail	Congres Avenue	2L	860	2L	860	5%	3	3	2	2	0.4%	0.4%	0.2%	0.2%	No
Sw 10th St															
Congres Avenue	Old Dixie Hwy	4LU	1,780	4LU	1,780	10%	5	5	3	3	0.3%	0.3%	0.2%	0.2%	No
Military Trail															
Lake Ida Rd	Atlantic Ave	6LD	2,830	6LD	2,830	5%	3	3	2	2	0.1%	0.1%	0.1%	0.1%	No
Atlantic Ave	Linton Blvd	6LD	2,830	6LD	2,830	5%	3	3	2	2	0.1%	0.1%	0.1%	0.1%	No
Federal Hwy															
Lowson Blvd	Linton Blvd	4LD	1,870	4LD	1,870	10%	5	5	3	3	0.3%	0.3%	0.2%	0.2%	No
Linton Blvd															
Military Trail	Homewood Blvd	6LD	2,940	6LD	2,940	3%	2	2	1	1	0.1%	0.1%	0.0%	0.0%	No
Homewood Blvd	Congress Avenue	6LD	2,940	6LD	2,940	2%	1	1	1	1	0.0%	0.0%	0.0%	0.0%	No
Congress Avenue	Old Dixie Hwy	6LD	2,830	6LD	2,830	4%	2	2	1	1	0.1%	0.1%	0.0%	0.0%	No

RaceTrac Atlantic & Congress
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
DW 1 & Atlantic Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0		1	0	0		0	0	2	0	0	0	0	0	0	3
7:15 AM	7:30 AM	0	1		0	0	4		0	0	1	0	0	0	2	0	3	11
7:30 AM	7:45 AM	0	0		2	0	6		0	0	1	0	1	0	0	0	1	11
7:45 AM	8:00 AM	0	1		1	0	3		0	0	1	0	0	0	0	0	0	6
8:00 AM	8:15 AM	0	0		0	0	7		0	0	4	0	0	0	1	0	0	12
8:15 AM	8:30 AM	0	0		3	0	4		0	0	3	0	1	0	0	0	1	12
8:30 AM	8:45 AM	0	0		2	0	14		0	0	4	0	2	0	0	0	0	22
8:45 AM	9:00 AM	0	0		9	0	9		0	0	2	0	3	0	0	0	0	23
		0	2	0	18	0	47	0	0	0	18	0	7	0	3	0	5	100
Peak Hour Traffic Volume																		
8:00 AM	9:00 AM	0	0	0	14	0	34	0	0	0	13	0	6	0	1	0	1	69

Count Taken:	8/11/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
8/11/2020	0	0	1828	14	0	34	1324	0	0	13	0	6	0	1	0	1
Seasonal Factor	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0
Adjusted Volumes		0	1828	15		36	1324	0		14	0	6		1	0	1
		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
Growth 1%		0	37	0		1	27	0		0	0	0		0	0	0
Committed**		0	20	0		0	13	0		0	0	0		0	0	0
Committed + 1%		0	57	0		1	40	0		0	0	0		0	0	0
		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%
Growth 2%		0	151	1		1	109	0		1	0	0		0	0	0
Growth 2% or Committed + 1%		0	151	1		1	109	0		1	0	0		0	0	0
2022 Volumes		**0**	**1979**	**16**		**37**	**1433**	**0**		**15**	**0**	**6**		**1**	**0**	**1**
Pre W/ Div		0	1979	16		37	1433	0		15	0	6		1	0	1
Project		0	21	14		14	0	0		35	0	21		0	0	0
Post		**0**	**2000**	**30**		**51**	**1433**	**0**		**50**	**0**	**27**		**1**	**0**	**1**
			In	In		In				Out		Out				
Project Traffic Assignment	0%	0%	15%	10%	0%	10%	0%	0%	0%	25%	0%	15%	0%	0%	0%	0%

* Obtained from the PBC Hand Turning Movement Counts Signal ID 53150
EBT = EBU + EBL + EBT + EBR = 0 + 239 + 1119 + 470 = 1828
WBT = EBU + NBL + WBT + SBR = 0 + 947 + 214 + 163 = 1324
** Obtained from the TPS Database Signal ID 53150

RaceTrac Atlantic & Congress
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
DW 1 & Atlantic Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0		4	0	9		0	0	5	0	4	0	0	0	0	22
4:15 PM	4:30 PM	0	0		5	0	7		0	0	9	0	4	0	3	0	0	28
4:30 PM	4:45 PM	0	0		1	0	8		0	0	1	0	5	0	1	0	1	17
4:45 PM	5:00 PM	0	0		9	0	5		0	0	11	0	4	0	1	0	0	30
5:00 PM	5:15 PM	0	0		7	0	16		0	0	8	0	4	0	0	0	0	35
5:15 PM	5:30 PM	0	0		5	0	8		0	0	4	0	4	0	0	0	0	21
5:30 PM	5:45 PM	0	0		5	0	10		0	0	6	0	7	0	0	0	0	28
5:45 PM	6:00 PM	0	0		3	0	7		0	0	12	0	10	0	0	0	0	32
		0	0	0	39	0	70	0	0	0	56	0	42	0	5	0	1	213
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	0	20	0	41	0	0	0	30	0	25	0	0	0	0	116

Count Taken:	8/11/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
8/11/2020	0	0	1596	20	0	41	1733	0	0	30	0	25	0	0	0	0
Seasonal Factor	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	0
Adjusted Volumes		0	1596	21		43	1733	0		32	0	27		0	0	0
		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
Growth 1%		0	32	0		1	35	0		1	0	1		0	0	0
Committed**		0	51	0		0	74	0		0	0	0		0	0	0
Committed + 1%		0	83	0		1	109	0		1	0	1		0	0	0
		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%
Growth 2%		0	132	1		2	143	0		1	0	1		0	0	0
Growth 2% or Committed + 1%		0	132	1		2	143	0		1	0	1		0	0	0
2022 Volumes		**0**	**1728**	**22**		**45**	**1876**	**0**		**33**	**0**	**28**		**0**	**0**	**0**
Pre W/ Div		0	1728	22		45	1876	0		33	0	28		0	0	0
Project		0	14	10		10	0	0		24	0	14		0	0	0
Post		**0**	**1742**	**32**		**55**	**1876**	**0**		**57**	**0**	**42**		**0**	**0**	**0**
			In	In		In				Out		Out				
Project Traffic Assignment	0%	0%	15%	10%	0%	10%	0%	0%	0%	25%	0%	15%	0%	0%	0%	0%

* Obtained from the PBC Hand Turning Movement Counts Signal ID 53150
EBT = EBU + EBL + EBT + EBR = 8 + 243 + 1138 + 207 = 1596
WBT = EBU + NBL + WBT + SBR = 8 + 1119 + 304 + 302 = 1733
** Obtained from the TPS Database Signal ID 53150

RaceTrac Atlantic & Congress
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
DW 2 & Atlantic Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0		2	0	0		0	0	0	0	1	0	0	0	0	3
7:15 AM	7:30 AM	0	0		7	0	0		0	0	0	0	3	0	0	0	0	10
7:30 AM	7:45 AM	0	0		7	0	0		0	0	0	0	4	0	0	0	0	11
7:45 AM	8:00 AM	0	0		6	0	0		0	0	0	0	9	0	0	0	0	15
8:00 AM	8:15 AM	0	0		4	0	0		0	0	0	0	4	0	0	0	0	8
8:15 AM	8:30 AM	0	0		4	0	0		0	0	0	0	4	0	0	0	0	8
8:30 AM	8:45 AM	0	0		7	0	0		0	0	0	0	6	0	0	0	0	13
8:45 AM	9:00 AM	0	0		4	0	0		0	0	0	0	14	0	0	0	0	18
		0	0	0	41	0	0	0	0	0	0	0	45	0	0	0	0	86
Peak Hour Traffic Volume																		
8:00 AM	9:00 AM	0	0	0	19	0	0	0	0	0	0	0	28	0	0	0	0	47

Count Taken:	8/11/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	ebl	*ebt	ebr	wbu	wbl	*wbt	wbr	nbu	nbl	*nbt	nbr	sbu	sbl	*sbt	sbr
8/11/2020	0	0	1828	19	0	0	1324	0	0	0	0	28	0	0	0	0
Seasonal Factor	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Adjusted Volumes		0	1828	20		0	1324	0		0	0	30		0	0	0
		1%	1%	1%		1%	1%	1%		1%	1%	1%		1%	1%	1%
Growth 1%		0	37	0		0	27	0		0	0	1		0	0	0
Committed**		0	20	0		0	13	0		0	0	0		0	0	0
Committed + 1%		0	57	0		0	40	0		0	0	1		0	0	0
		2%	2%	2%		2%	2%	2%		2%	2%	2%		2%	2%	2%
Growth 2%		0	151	1		0	109	0		0	0	1		0	0	0
Growth 2% or Committed + 1%		0	151	1		0	109	0		0	0	1		0	0	0
2022 Volumes		**0**	**1979**	**21**		**0**	**1433**	**0**		**0**	**0**	**31**		**0**	**0**	**0**
Pre W/ Div		0	1979	21		0	1433	0		0	0	31		0	0	0
Project		0	0	21		0	0	0		0	0	49		0	0	0
Post		**0**	**1979**	**42**		**0**	**1433**	**0**		**0**	**0**	**80**		**0**	**0**	**0**

				In							Out				
Project Traffic Assignment	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%

* Obtained from the FDOT Station ID 930034
EBT = EBU + EBL + EBT + EBR = 0 + 239 + 1119 + 470 = 1828
WBT = EBU + NBL + WBT + SBR = 0 + 947 + 214 + 163 = 1324
** Obtained from the TPS Database Signal ID 53150

RaceTrac Atlantic & Congress
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
DW 2 & Atlantic Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0		5	0	0		0	0	0	0	10	0	0	0	0	15
4:15 PM	4:30 PM	0	0		4	0	0		0	0	0	0	6	0	0	0	0	10
4:30 PM	4:45 PM	0	0		6	0	0		0	0	0	0	13	0	0	0	0	19
4:45 PM	5:00 PM	0	0		1	0	0		0	0	0	0	6	0	0	0	0	7
5:00 PM	5:15 PM	0	0		8	0	0		0	0	0	0	9	0	0	0	0	17
5:15 PM	5:30 PM	0	0		2	0	0		0	0	0	0	9	0	0	0	0	11
5:30 PM	5:45 PM	0	0		4	0	0		0	0	0	0	4	0	0	0	0	8
5:45 PM	6:00 PM	0	0		9	0	0		0	0	0	0	14	0	0	0	0	23
		0	0	0	39	0	0	0	0	0	0	0	71	0	0	0	0	110
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	0	23	0	0	0	0	0	0	0	36	0	0	0	0	59

Count Taken:	8/11/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	**ebl**	***ebt**	**ebr**	**wbu**	**wbl**	***wbt**	**wbr**	**nbu**	**nbl**	***nbt**	**nbr**	**sbu**	**sbl**	***sbt**	**sbr**
8/11/2020	0	0	1596	23	0	0	1733	0	0	0	0	36	0	0	0	0
Seasonal Factor	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Adjusted Volumes		0	1596	24		0	1733	0		0	0	38		0	0	0
		1%	1%	1%		1%	1%	1%		1%	1%	1%		1%	1%	1%
Growth 1%		0	32	0		0	35	0		0	0	1		0	0	0
Committed**		0	51	0		0	74	0		0	0	0		0	0	0
Committed + 1%		0	83	0		0	109	0		0	0	1		0	0	0
		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%
Growth 2%		0	132	1		0	143	0		0	0	2		0	0	0
Growth 2% or Committed + 1%		0	132	1		0	143	0		0	0	2		0	0	0
2022 Volumes		**0**	**1728**	**25**		**0**	**1876**	**0**		**0**	**0**	**40**		**0**	**0**	**0**
Pre W/ Div		0	1728	25		0	1876	0		0	0	40		0	0	0
Project		0	0	14		0	0	0		0	0	34		0	0	0
Post		**0**	**1728**	**39**		**0**	**1876**	**0**		**0**	**0**	**74**		**0**	**0**	**0**

				In							Out				
Project Traffic Assignment	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%

* Obtained from the FDOT Station ID 930034
EBT = EBU + EBL + EBT + EBR = 8 + 243 + 1138 + 207 = 1596
WBT = EBU + NBL + WBT + SBR = 8 + 1119 + 304 + 302 = 1733
** Obtained from the TPS Database Signal ID 53150

RaceTrac Atlantic & Congress
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
Congress Avenue & DW 3

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	7	0	0	0	0	0	0		0	0	0		6	13
7:15 AM	7:30 AM	0	0	0	1	0	0	0	0	0	7		0	0	0		1	9
7:30 AM	7:45 AM	0	0	0	9	0	0	0	0	0	8		0	0	0		17	34
7:45 AM	8:00 AM	0	0	0	9	0	0	0	0	0	6		0	0	0		10	25
8:00 AM	8:15 AM	0	0	0	9	0	0	0	0	0	7		0	0	0		13	29
8:15 AM	8:30 AM	0	0	0	7	0	0	0	0	0	8		0	0	0		18	33
8:30 AM	8:45 AM	0	0	0	3	0	0	0	0	0	10		0	0	0		8	21
8:45 AM	9:00 AM	0	0	0	12	0	0	0	0	0	5		0	0	0		12	29
		0	0	0	57	0	0	0	0	0	51	0	0	0	0	0	85	193
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	0	0	34	0	0	0	0	0	29	0	0	0	0	0	58	121

Count Taken:	8/18/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	**ebl**	**ebt**	**ebr**	**wbu**	**wbl**	**wbt**	**wbr**	**nbu**	**nbl**	***nbt**	**nbr**	**sbu**	**sbl**	***sbt**	**sbr**
8/18/2020	0	0	0	34	0	0	0	0	0	29	796	0	0	0	1746	58
Seasonal Factor	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	3
Adjusted Volumes		0	0	36		0	0	0		31	796	0		0	1746	61
		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
Growth 1%		0	0	1		0	0	0		1	16	0		0	35	1
Committed**		0	0	0		0	0	0		0	21	0		0	14	0
Committed + 1%		0	0	1		0	0	0		1	37	0		0	49	1
		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%
Growth 2%		0	0	1		0	0	0		1	32	0		0	71	2
Growth 2% or Committed + 1%		0	0	1		0	0	0		1	37	0		0	71	2
2022 Volumes		**0**	**0**	**37**		**0**	**0**	**0**		**32**	**833**	**0**		**0**	**1817**	**63**
Pre W/ Div		0	0	37		0	0	0		32	833	0		0	1817	63
Project		0	0	35		0	0	0		35	0	0		0	0	55
Post		**0**	**0**	**72**		**0**	**0**	**0**		**67**	**833**	**0**		**0**	**1817**	**118**
				Out						In						In
Project Traffic Assignment	0%	0%	0%	25%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	40%

* Obtained from the PBC Hand Turning Movement Counts Signal ID 53150
NBT = NBU + NBL + NBT + NBR = 2 + 163 + 404 + 227 = 796
SBT = NBU + SBT + WBL + EBR = 2 + 951 + 323 + 470 = 1746
** Obtained from the TPS Database Signal ID 53150

RaceTrac Atlantic & Congress
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 5
Congress Avenue & DW 3

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	13	0	0	0	0	0	7		0	0	0		13	33
4:15 PM	4:30 PM	0	0	0	13	0	0	0	0	0	6		0	0	0		15	34
4:30 PM	4:45 PM	0	0	0	4	0	0	0	0	0	14		0	0	0		16	34
4:45 PM	5:00 PM	0	0	0	14	0	0	0	0	0	17		0	0	0		11	42
5:00 PM	5:15 PM	0	0	0	14	0	0	0	0	0	18		0	0	0		14	46
5:15 PM	5:30 PM	0	0	0	11	0	0	0	0	0	14		0	0	0		11	36
5:30 PM	5:45 PM	0	0	0	17	0	0	0	0	0	10		0	0	0		9	36
5:45 PM	6:00 PM	0	0	0	13	0	0	0	0	0	9		0	0	0		9	31
		0	0	0	99	0	0	0	0	0	95	0	0	0	0	0	98	292
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	0	0	56	0	0	0	0	0	59	0	0	0	0	0	45	160

Count Taken:	8/18/2020	3/5/2018
Buildout year:	2022	
Growth Rate:	1.0%	2.00%
Seasonal Factor:	1.06	1.00

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	*nbt	nbr	sbu	sbl	*sbt	sbr
8/18/2020	0	0	0	56	0	0	0	0	0	59	1638	0	0	0	938	45
Seasonal Factor	0	0	0	3	0	0	0	0	0	4	98	0	0	0	56	3
Adjusted Volumes		0	0	59		0	0	0		63	1736	0		0	994	48
		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%		1.0%	1.0%	1.0%
Growth 1%		0	0	1		0	0	0		1	35	0		0	20	1
Committed**		0	0	0		0	0	0		0	41	0		0	46	0
Committed + 1%		0	0	1		0	0	0		1	76	0		0	66	1
		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%		2.00%	2.00%	2.00%
Growth 2%		0	0	2		0	0	0		3	70	0		0	40	2
Growth 2% or Committed + 1%		0	0	2		0	0	0		3	76	0		0	66	2
2022 Volumes		**0**	**0**	**61**		**0**	**0**	**0**		**66**	**1812**	**0**		**0**	**1060**	**50**
Pre W/ Div		0	0	61		0	0	0		66	1812	0		0	1060	50
Project		0	0	24		0	0	0		24	0	0		0	0	38
Post		**0**	**0**	**85**		**0**	**0**	**0**		**90**	**1812**	**0**		**0**	**1060**	**88**
				Out						In						In
Project Traffic Assignment	0%	0%	0%	25%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	40%

* Obtained from the PBC Hand Turning Movement Counts Signal ID 53150
NBT = NBU + NBL + NBT + NBR = 1 + 302 + 996 + 339 = 1638
SBT = NBU + SBT + WBL + EBR = 1 + 567 + 163 + 207 = 938
** Obtained from the TPS Database Signal ID 53150

HCS7 Two-Way Stop-Control Report

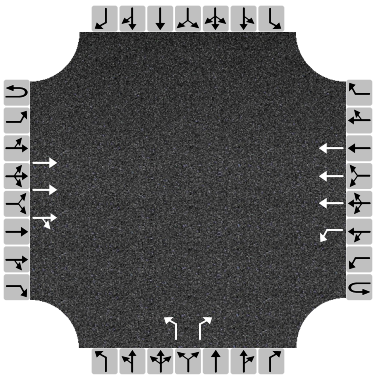
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	Atlantic & DW 1 2022 Post-Development AM

Site Information

Intersection	Atlantic & DW 1
Jurisdiction	
East/West Street	Atlantic Avenue
North/South Street	DW 1
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume, V (veh/h)			2000	30		51	1433			50		27				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.0				5.0		7.1				
Critical Headway (sec)						4.00				5.00		7.14				
Base Follow-Up Headway (sec)						2.5				3.9		3.9				
Follow-Up Headway (sec)						2.50				3.90		3.92				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						54				53		28				
Capacity, c (veh/h)						257				78		187				
v/c Ratio						0.21				0.68		0.15				
95% Queue Length, Q_{95} (veh)						0.8				3.2		0.5				
Control Delay (s/veh)						22.7				119.1		27.6				
Level of Service, LOS						C				F		D				
Approach Delay (s/veh)						0.8				87.5						
Approach LOS										F						

HCS7 Two-Way Stop-Control Report

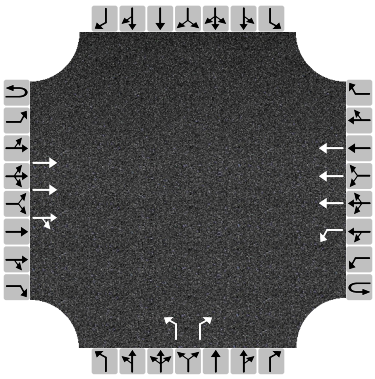
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	Atlantic & DW 1 2022 Post-Development PM

Site Information

Intersection	Atlantic & DW 1
Jurisdiction	
East/West Street	Atlantic Avenue
North/South Street	DW 1
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume, V (veh/h)			1742	32		55	1876			57		42				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				5.0		7.1				
Critical Headway (sec)						5.34				5.00		7.14				
Base Follow-Up Headway (sec)						3.1				3.9		3.9				
Follow-Up Headway (sec)						3.12				3.90		3.92				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58				60		44				
Capacity, c (veh/h)						146				102		230				
v/c Ratio						0.40				0.59		0.19				
95% Queue Length, Q_{95} (veh)						1.7				2.8		0.7				
Control Delay (s/veh)						45.1				81.5		24.4				
Level of Service, LOS						E				F		C				
Approach Delay (s/veh)						1.3				57.3						
Approach LOS										F						

HCS7 Two-Way Stop-Control Report

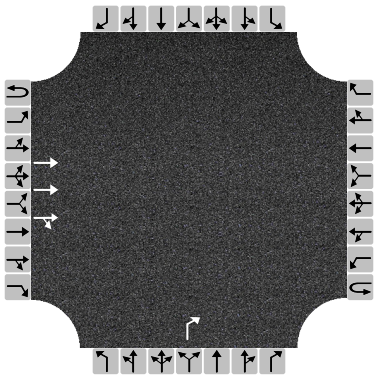
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	Atlantic & DW 2 2022 Post-Development AM

Site Information

Intersection	Atlantic & DW 2
Jurisdiction	
East/West Street	Atlantic Avenue
North/South Street	DW 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	0	0		0	0	1		0	0	0
Configuration			T	TR								R				
Volume, V (veh/h)			1979	42								80				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)												7.1				
Critical Headway (sec)												7.14				
Base Follow-Up Headway (sec)												3.9				
Follow-Up Headway (sec)												3.92				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												84				
Capacity, c (veh/h)												188				
v/c Ratio												0.45				
95% Queue Length, Q_{95} (veh)												2.1				
Control Delay (s/veh)												38.8				
Level of Service, LOS												E				
Approach Delay (s/veh)										38.8						
Approach LOS										E						

HCS7 Two-Way Stop-Control Report

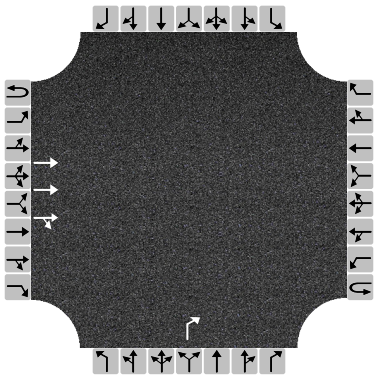
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	East-West
Project Description	Atlantic & DW 2 2022 Post-Development PM

Site Information

Intersection	Atlantic & DW 2
Jurisdiction	
East/West Street	Atlantic Avenue
North/South Street	DW 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	0	0		0	0	1		0	0	0
Configuration			T	TR								R				
Volume, V (veh/h)			1728	39								74				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												7.1				
Critical Headway (sec)												7.14				
Base Follow-Up Headway (sec)												3.9				
Follow-Up Headway (sec)												3.92				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												78				
Capacity, c (veh/h)												231				
v/c Ratio												0.34				
95% Queue Length, Q_{95} (veh)												1.4				
Control Delay (s/veh)												28.3				
Level of Service, LOS												D				
Approach Delay (s/veh)										28.3						
Approach LOS										D						

HCS7 Two-Way Stop-Control Report

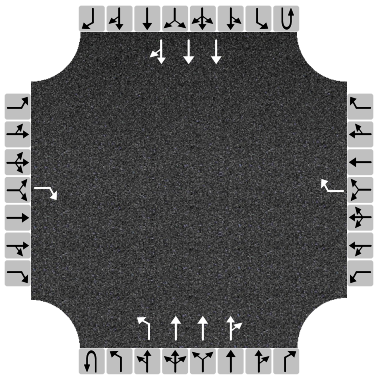
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	North-South
Project Description	Comgress & DW 3 2022 Post-Development AM

Site Information

Intersection	Congress & DW 3
Jurisdiction	
East/West Street	DW 3
North/South Street	Congress Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	0	3	0
Configuration				R				R		L	T	TR			T	TR
Volume, V (veh/h)				72				0		67	833	0			1817	118
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3						
Critical Headway (sec)				7.14				7.14		5.34						
Base Follow-Up Headway (sec)				3.9				3.9		3.1						
Follow-Up Headway (sec)				3.92				3.92		3.12						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				76				0		71						
Capacity, c (veh/h)				202				484		120						
v/c Ratio				0.38				0.00		0.59						
95% Queue Length, Q_{95} (veh)				1.6				0.0		2.9						
Control Delay (s/veh)				33.2				12.4		71.5						
Level of Service, LOS				D				B		F						
Approach Delay (s/veh)	33.2								5.4							
Approach LOS	D															

HCS7 Two-Way Stop-Control Report

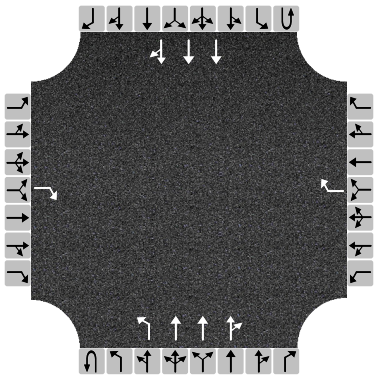
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	8/19/2020
Analysis Year	2020
Time Analyzed	
Intersection Orientation	North-South
Project Description	Comgress & DW 3 2022 Post-Development AM

Site Information

Intersection	Congress & DW 3
Jurisdiction	
East/West Street	DW 3
North/South Street	Congress Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	3	0	0	0	3	0
Configuration				R				R		L	T	TR			T	TR
Volume, V (veh/h)				85				0		90	1812	0			1060	88
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1				7.1		5.3						
Critical Headway (sec)				7.14				7.14		5.34						
Base Follow-Up Headway (sec)				3.9				3.9		3.1						
Follow-Up Headway (sec)				3.92				3.92		3.12						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				89				0		95						
Capacity, c (veh/h)				378				223		310						
v/c Ratio				0.24				0.00		0.31						
95% Queue Length, Q_{95} (veh)				0.9				0.0		1.3						
Control Delay (s/veh)				17.4				21.2		21.7						
Level of Service, LOS				C				C		C						
Approach Delay (s/veh)	17.4								1.0							
Approach LOS	C															

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

Input Data

E-W Street:	W Atlantic Ave		COUNT DATE:	3/5/2018	Report Created	
N-S STREET:	Congress Ave		CURRENT YEAR:	2018	8/17/2020	
TIME PERIOD:	AM		ANALYSIS YEAR:	2022		
GROWTH RATE:	0.82%		PSF:	1		
SIGNAL ID:	53150					

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	239	1119	470	336	947	306	165	404	227	435	951	214		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	239	1119	470	336	947	306	165	404	227	435	951	214		
Committed Developments													Type	% Complete
Samar Mixed Use	0	0	0	2	0	0	0	0	2	0	0	0	NR	0%
Depot Square	3	0	0	0	0	4	0	0	0	12	0	9	Res	35%
1690-2350 South Congress Avenue	0	0	4	4	0	0	6	18	6	0	12	0	Res	15%
Atlantic Avenue Mixed Use	0	2	0	0	0	0	0	0	1	1	0	0	NR	0%
Village Square	0	0	0	3	0	0	0	0	12	0	0	0	Res	80%
Delray Beach Western Community Center	3	3	0	2	2	0	0	4	3	0	2	2	NR	0%
Midtown Delray Beach	0	11	0	2	6	1	0	0	3	2	0	0	Res	0%
Delray Square outparcel	2	4	2	0	5	0	3	0	0	0	0	3	Res	82%
Maroone Alpha Delray	0	1	1	0	0	0	0	0	0	1	1	0	NR	76%
Total Committed Developments	8	21	7	13	13	5	9	22	27	16	15	14		
Total Committed Residential	5	15	6	9	11	5	9	18	21	14	12	12		
Total Committed Non-Residential	3	6	1	4	2	0	0	4	6	2	3	2		
Double Count Reduction	1	1	0	1	0	0	0	1	1	0	1	0		
Total Discounted Committed	7	20	7	12	13	5	9	21	26	16	14	14		
Historical Growth	8	37	16	11	31	10	5	13	8	14	32	7		
Comm Dev+1% Growth	17	65	26	26	51	17	16	37	35	34	53	23		
Growth Volume Used	17	65	26	26	51	17	16	37	35	34	53	23		
Total Volume	256	1184	496	362	998	323	181	441	262	469	1004	237		

Input Data

E-W Street:	W Atlantic Ave	COUNT DATE:	3/5/2018	Report Created	
N-S STREET:	Congress Ave	CURRENT YEAR:	2018		8/17/2020
TIME PERIOD:	PM	ANALYSIS YEAR:	2022		
GROWTH RATE:	0.82%	PSF:	1		
SIGNAL ID:	53150				

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	251	1138	207	173	1119	349	303	996	339	452	567	304		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	251	1138	207	173	1119	349	303	996	339	452	567	304		
Committed Developments													Type	% Complete
Samar Mixed Use	0	0	0	5	0	0	0	0	5	0	0	0	NR	0%
Depot Square	10	0	0	0	0	12	0	0	0	7	0	6	Res	35%
1690-2350 South Congress Avenue	0	0	14	14	0	0	13	39	13	0	42	0	Res	15%
Atlantic Avenue Mixed Use	0	2	0	1	3	1	0	0	1	1	0	0	NR	0%
Village Square	0	0	0	11	0	0	0	0	6	0	0	0	Res	80%
Delray Beach Western Community Center	2	2	0	4	4	0	0	2	2	0	4	4	NR	0%
Midtown Delray Beach	0	26	0	14	46	9	0	0	8	5	0	0	Res	0%
Delray Square outparcel	10	22	10	0	22	0	10	0	0	0	0	10	Res	82%
Maroone Alpha Delray	0	0	0	0	1	1	1	1	0	0	1	0	NR	76%
Total Committed Developments	22	52	24	49	76	23	24	42	35	13	47	20		
Total Committed Residential	20	48	24	39	68	21	23	39	27	12	42	16		
Total Committed Non-Residential	2	4	0	10	8	2	1	3	8	1	5	4		
Double Count Reduction	0	1	0	2	2	0	0	1	2	0	1	1		
Total Discounted Committed	22	51	24	47	74	23	24	41	33	13	46	19		
Historical Growth	8	38	7	6	37	12	10	33	11	15	19	10		
Comm Dev+1% Growth	32	97	32	54	119	37	36	81	47	31	69	31		
Growth Volume Used	32	97	32	54	119	37	36	81	47	31	69	31		
Total Volume	283	1235	239	227	1238	386	339	1077	386	483	636	335		

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

MOCF: 0.97

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

* PEAK SEASON

Project into separate lots shall still require all parcels or lots in their entirety taken together of that subdivision to be addressed against the standard and any required CRALLS mitigation for the overall Project to be completed by the developers of the separate lots. **[Ord. 2010-022]**

Table 12.B.2.C-1 1A: LOS D Link Service Volumes

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	15,200	1,480	880	810	1,140
2 lanes one-way	2LO	19,900		2,350	2,120	
3 lanes two-way	3L	15,200	1,480	880	810	
3 lanes one-way	3LO	30,200		3,530	3,220	
4 lanes undivided (1)	4L	31,500	3,060	1,860	1,680	3,150
4 lanes divided	4LD	33,200	3,220	1,960	1,770	3,320
5 lanes two-way	5L	33,200	3,220	1,960	1,770	
6 lanes divided	6LD	50,300	4,880	2,940	2,680	4,980
8 lanes divided	8LD	67,300	6,530	3,940	3,590	
4 lanes expressway	4LX	73,600	6,770	3,720		
6 lanes expressway	6LX	110,300	10,150	5,580		
8 lanes expressway	8LX	146,500	13,480	7,420		
10 lanes expressway	10LX	184,000	16,930	9,320		

[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]

Notes:

Based on the 2009 FDOT Quality/ LOS Handbook

1. Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

Table 12.B.2.C-2 1B: LOS D Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay

Note:

The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.

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Table 12.B.2.C-3 1C: LOS D Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18

Note:

Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

Table 12.B.2.C-4 2A: LOS E- Link Service Volumes

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	16,200	1,570	880	860	1,440
2 lanes one-way	2LO	21,100		2,350	2,240	
3 lanes two-way	3L	16,200	1,570	880	860	
3 lanes one-way	3LO	31,900		3,530	3,400	
4 lanes undivided (1)	4L	33,300	3,230	1,860	1,780	3,570
4 lanes divided	4LD	35,100	3,400	1,960	1,870	3,760
5 lanes two-way	5L	35,100	3,400	1,960	1,870	
6 lanes divided	6LD	53,100	5,150	2,940	2,830	5,650
8 lanes divided	8LD	70,900	6,880	3,940	3,780	
4 lanes expressway	4LX	79,400	7,300	4,020		
6 lanes expressway	6LX	122,700	11,290	6,200		
8 lanes expressway	8LX	166,000	15,270	8,400		
10 lanes expressway	10LX	209,200	19,250	10,580		

[Ord. 2005 - 002] [Ord. 2007-013] [Ord. 2010-022]

Notes:

Based on the 2009 FDOT Quality/ LOS Handbook

1. Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

Table 12.B.2.C-5 2B: LOS E Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay

Note:

The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.

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Table 12.B.2.C-6 2C: LOS E Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14
Note:			
Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.			

D. Radius of Development Influence/Project Significance

Table 12.B.2.D-7, 3A represents the Radius of Development Influence for the specific volume of the proposed Project's Net Trips. **[Ord. 2006-043] [Ord. 2007-013]**

Table 12.B.2.D-7 3A: Radius of Development Influence

Net External Peak Hour		Two-Way Trip Generation	Radius
1	thru	20	Directly accessed link(s)
21	thru	50	0.5 miles
51	thru	100	1 mile
101	thru	500	2 miles
501	thru	1,000	3 miles
1,001	thru	2,000	4 miles
2,001	and	Up	5 miles
[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]			

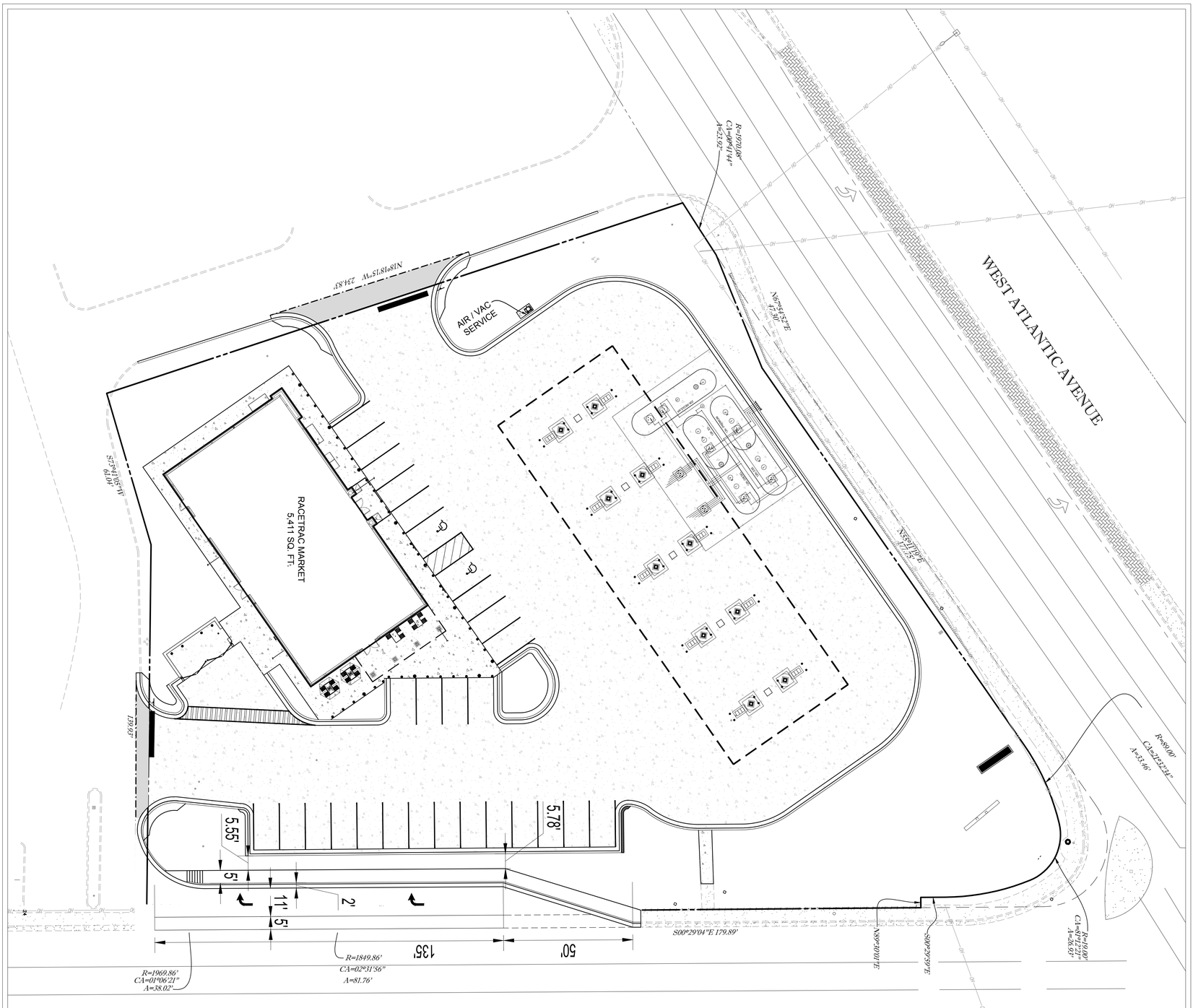
Table 12.B.2.D-9 3C -Test One Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	one percent LOS D within Radius, five percent LOS D outside Radius	five percent LOS D
[Ord. 2006–043]		

Table 12.B.2.D-10 3D - Test Two Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	three percent LOS E within Radius, five percent LOS E outside Radius	five percent LOS E
[Ord. 2006– 043]		

1. For Test 1, a Project must address those Links within the Radius of Development Influence on which its Net Trips are greater than one percent of the LOS D of the Link affected on a peak hour peak direction basis AND those Links outside the Radius of Development Influence on which its Net Trips are greater than five percent of the LOS D of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS D Link Service Volumes. Provided, in all cases, I-95 and Florida's Turnpike shall be addressed only if Net Trips on these facilities are greater than five percent of the LOS D of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS D Link Service Volumes. **[Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]**
2. For Test 2, a Project must address those Links within the Radius of Development Influence on which its Net Trips are greater than three percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes AND those Links outside the Radius of Development Influence on which its Net Trips are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2A: LOS E Link Service Volumes. Provided, in all cases, I-95 and Florida's Turnpike shall be addressed only if Net Trips on these facilities are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes. **[Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]**



1" = 20'

20 10 5 0 20

W S E N

SHEET NO.	EX-1	DATE	8/17/20
VERSION	1	SCALE	
		DRAWN-BY	JFV
		DRAWING NAME:	TURNLANE EXHIBIT

TURNLANE EXHIBIT
RACETRAC MARKET & GAS STATION
ALTLANTIC AVENUE & CONGRESS AVENUE
DELRAY BEACH, FLORIDA

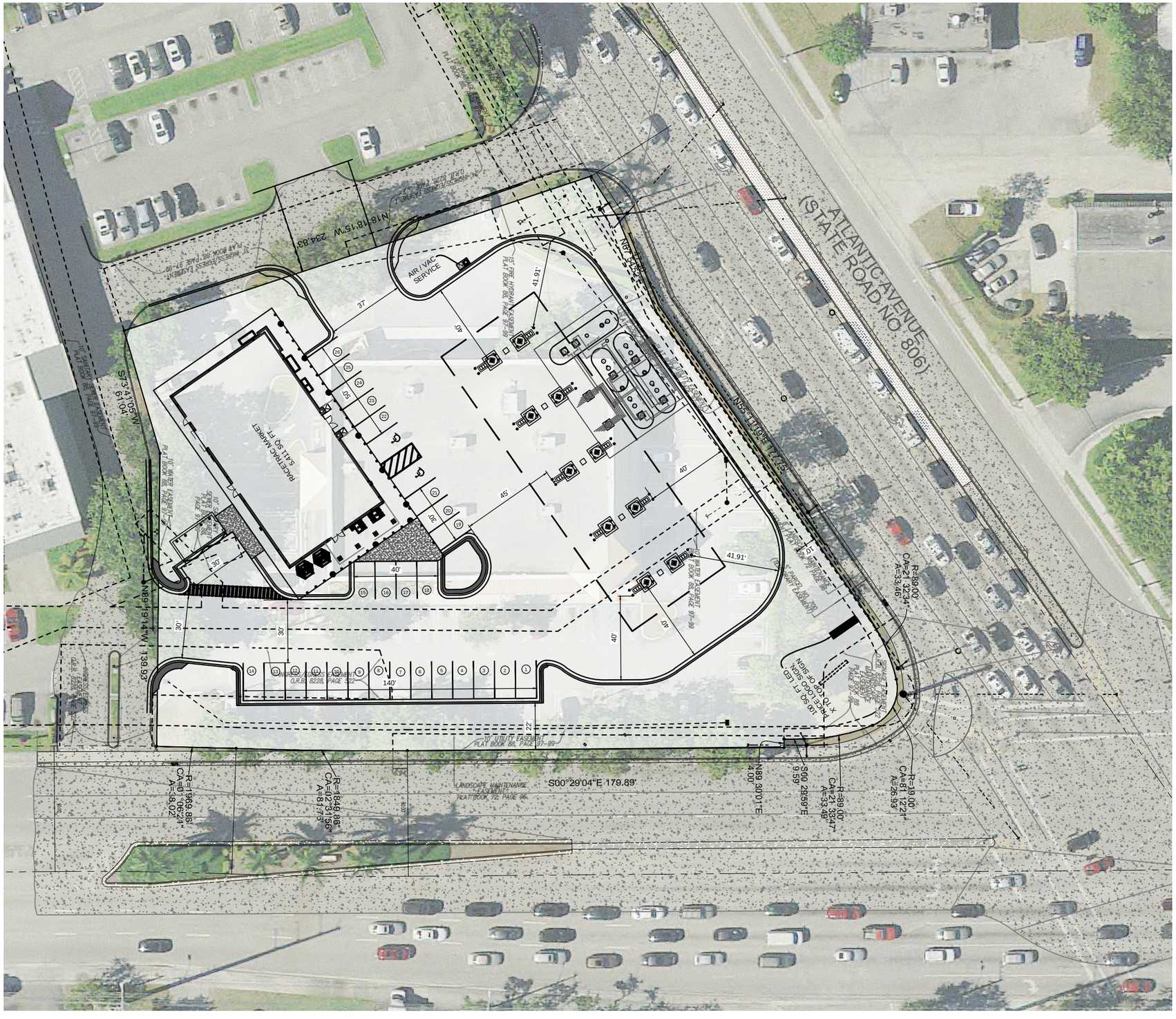
RaceTrac.

RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SE
SUITE 900 ATLANTA, GA 30339
(770) 431-7600

THOMAS ENGINEERING GROUP
6300 NW 31ST AVE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

KEVIN A. BETANCOURT
No. 83361
PROFESSIONAL ENGINEER
August 17, 2020
FLORIDA LICENSE NUMBER
FLORIDA Certificate of Authorization No. 27528

NO.	DATE



DEVELOPMENT REGULATIONS

PARCEL SIZE:	1.71 AC
SITE ADDRESS:	10 S. CONGRESS AVE.
JURISDICTION:	CITY OF DELRAY BEACH
ZONING DISTRICT:	PC (PLANNED COMMERCIAL)
PARKING RATIO:	
GAS STATION (5,411 SF)	4.5/ 1,000 25 SPACES REQUIRED 28 SPACES PROVIDED
LANDSCAPE BUFFER:	10'

NOTES:
1. GAS STATIONS ARE A CONDITIONAL USE.

THOMAS ENGINEERING GROUP
CIVIL ENGINEERS · PROJECT MANAGERS · LAND PLANNING · LANDSCAPE ARCHITECTS
OFFICES:
2300 CORPORATE DR.
SUITE 230
WESTON, FLORIDA 33326
4800 W. KENNEDY BLVD.
SUITE 600
TAMPA, FLORIDA 33609

REVISIONS:

REV.	DATE:	COMMENT:	BY:

NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	F200063
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	07-22-2020
SCALE:	AS NOTED
CAD I.D.:	F200063-ATLANTIC & CONGRESS-CONCEPT B

PROJECT:

10 S. CONGRESS AVE. LOCATION

FOR

RACETRAC

CITY OF DELRAY BEACH
FLORIDA

THOMAS ENGINEERING GROUP
RADICE III
1000 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33334
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

RYAN OSCAR THOMAS
PROFESSIONAL ENGINEER
August 12, 2020
FLORIDA LICENSE No. 53624
FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:

CONCEPT B

SHEET NUMBER:

PAPA Banner

Location Address	10 S CONGRESS AVE
Municipality	DELRAY BEACH
Parcel Control Number	12-43-46-18-56-001-0000
Subdivision	CONGRESS AT ATLANTIC PARCEL
Official Records Book	12356 **Page** 870
Sale Date	FEB-2001
Legal Description	CONGRESS AT ATLANTIC PARCEL PAR A LYG S OF & ADJ TO ATLANTIC AVE R/W

Owners

D&N REALTY HOLDINGS 2

Mailing address

WALGREEN CO STORE #05068 C/O PO BOX 1159

DEERFIELD IL 60015 6002

Sales Date	Price	OR Book/Page	Sale Type	Owner
FEB-2001	$3,725,000	12356 / 00870	WARRANTY DEED	D&N REALTY HOLDINGS 2
MAR-2000	$500,000	11681 / 01846	WARRANTY DEED	
FEB-2000	$1,100,000	11680 / 01928	WARRANTY DEED	

No Exemption Information Available.

Number of Units ***Total Square Feet** 13778 **Acres** 1.5880

Use Code 1400 - SUPERMARKET/DRUG STORE **Zoning** PC - Planned Commercial (12-DELRAY BEACH)

Tax Year	2019	2018	2017
Improvement Value	$1,710,081	$1,771,582	$1,756,354
Land Value	$1,452,654	$1,383,480	$1,413,917
Total Market Value	$3,162,735	$3,155,062	$3,170,271

All values are as of January 1st each year

Tax Year	2019	2018	2017
Assessed Value	$3,162,735	$3,155,062	$3,170,271
Exemption Amount	$0	$0	$0
Taxable Value	$3,162,735	$3,155,062	$3,170,271

Tax Year	2019	2018	2017
Ad Valorem	$65,069	$63,524	$65,127
Non Ad Valorem	$3,428	$3,428	$3,494
Total tax	$68,497	$66,952	$68,621

Palm Beach County Trip Generation Rates

(Effective with traffic studies submited to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour In/Out	AM Peak Hour Rate/Equation	PM Peak Hour In/Out	PM Peak Hour Rate/Equation
Industrial	Light Industrial	110	1000 S.F.	4.96	10%	88/12	0.7	13/87	0.63
	Warehouse	150	1000 S.F.	1.74	10%	77/23	0.17	27/73	0.19
	Flex Space - IND FLU	PBC	1000 S.F.	7.86	10%	64/36	1.53	40/60	1.21
	Flex Space - COM FLU	PBC	1000 S.F.	29.67	45%	72/28	2.12	40/60	2.67
	Mini-Warehouse/SS	151	1000 S.F.	1.51	10%	60/40	0.1	47/53	0.17
Residential	Single Family Detached	210	Dwelling Unit	10	0%	25/75	0.74	63/37	Ln(T) = 0.96 Ln(X) + 0.20
	Multifamily Low-Rise Housing upto 2 story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56
	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44
	55+ SF Detached	251	Dwelling Unit	4.27	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.7	0%	35/65	0.2	55/45	0.26
	Congregate Care Facility	253	Dwelling Unit	2.02	0%	60/40	0.07	53/47	0.18
	Assisted Living Facility	254	Beds	2.6	0%	63/37	0.19	38/62	0.26
Ldg	Hotel	310	Rooms	8.36	10%	59/41	0.47	51/49	0.6
Rec	Movie Theater	444	Seats	1.76	5%	N/A	0	55/45	0.09
	Health Club	492	1000 S.F.	32.93	5%	50/50	1.41	57/43	3.53
Institutional	Elementary School	520	Students	1.89	0%	54/46	0.67	48/52	0.17
	Middle/Junior School	522	Students	2.13	0%	54/46	0.58	49/51	0.17
	High School	530	Students	2.03	0%	67/33	0.52	48/52	0.14
	Private School (K-8)	534	Students	Use Private K-12 rate	0%	55/45	0.91	46/54	0.26
	Private School (K-12)*	536	Students	2.48	0%	61/39	0.80	43/57	0.17
	Church/Synagogue[a]	560	1000 S.F.	6.95	5%	60/40	0.33	45/55	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.72	10%	68/32	0.89	32/68	0.97
	Nursing Home	620	Beds	3.06	10%	72/28	0.17	33/67	0.22
Office	General Office (>5,000 SF GFA)	710	1000 S.F.	Ln(T) = 0.97 Ln(X) + 2.50	10%	86/14	T = 0.94(X) + 26.49	16/84	1.15
	Small Office Building (<=5,000 SF GFA)	712	1000 S.F.	16.19	10%	83/18	1.92	32/68	2.45
	Medical Office	720	1000 S.F.	34.8	10%	78/22	2.78	28/72	3.46
	Medical Office (Reduced)[b]	PBC	1000 S.F.	17.4	10%	78/22	1.39	28/72	1.73
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Effective with traffic studies submited to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour In/Out	AM Peak Hour Rate/Equation	PM Peak Hour In/Out	PM Peak Hour Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	N/A[l]	2.82	N/A[l]	8.06
	Nursery (Wholesale)	818	Acre	19.5[c]	0%	N/A[l]	0.26	N/A[l]	0.45
	Landscape Services	PBC	Acre[m]	121.70	0%	40/60	34.4	58/42	15.1
	Gen. Commercial	820	1000 S.F.	Ln(T) = 0.68 Ln(X) + 5.57[d]	Note e	62/38	0.94	48/52	Ln(T) = 0.74 Ln(X) + 2.89[f]
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.87	40/60	2.43
	Automobile Parts Sales	843	1000 S.F.	55.34	28%	55/45	2.59	48/52	4.91
	Tire Store	848	1000 S.F.	28.52	28%	64/36	2.72	43/57	3.98
	Pharmacy + DT	881	1000 S.F.	109.16	50%	53/47	3.84	50/50	10.29
Services	Drive-In Bank[g]	912	1000 S.F.	100.03	47%	58/42	9.5	50/50	20.45
	Quality Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	112.18	43%	55/45	9.94	62/38	9.77
	Fast Food Restaurant w/o DT	933	1000 S.F.	346.23	45%	60/40	25.1	50/50	28.34
	Fast Food Restaurant + DT	934	1000 S.F.	470.95	49%	51/49	40.19	52/48	32.67
	Coffee/Donut Shop w/o DT	936	1000 S.F.	686.67[h]	45%	51/49	101.14	50/50	36.31
	Coffee/Donut Shop + DT	937	1000 S.F.	820.38	49%	51/49	88.99	50/50	43.38
	Gas Station w/Convenience Store[i]	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note j	50/50	12.3*FP+15.5*(X)
	Carwash (Automated)[k]	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes

a) Weekend peak hour rate = 9.99 per 1,000 s.f. with a 48/52 directional split

b) To be used only when adjacent to hospital, for Med. Office square footage not to exceed 44% of the hospital square footage

c) Use caution when using because of very low sample data. Consult with the County before using.

d) For intensities under 10,000 s.f., use a rate of 125.61 / 1,000 S.F. instead of the equation.

e) Pass-by percent = 62% for 10,000 s.f. or less, otherwise = 83.18 - 9.30 * Ln(A) where A is 1,000 s.f. of leasable area

f) For intensities under 10,000 s.f., use a rate of 9.9 / 1,000 s.f. instead of the equation.

g) Use these rates for a drive-in bank with up to 4 drive-thru lanes (excl. ATM lane). For additional drive-thru lanes, use per lane rates from ITE Code 912 (124.76 daily, 8.83 AM, 27.15 PM. Use same in/out splits)

h) ITE rate NA. Rate derived using PM to Daily ratio for ITE Code 937

i) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Artice 12, should be applied to estimate the net trips.

j) Use PM rates

k) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate

l) Assume 50/50

m) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

Modification History

3/26/2019: First published

3/2/2020: Added Landscape Services, modification history, edited formatting,

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 04 **(Updated: 8/19/2020-00.22.25)** **Category:**Highways **Item Number:**438394-1	**2021-2025 AD** **Palm Beach County** **Phase:**Construction

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIGHW — District 04 - Palm Beach County
Description: HOMEWOOD BOULEVARD FROM OLD GERMANTOWN ROAD TO LOWSON BOULEVARD
Type of Work: BIKE LANE/SIDEWALK — View Scheduled Activities
Item Number: 438394-1
Length: 0.798 — View Map of Item

Project Detail

Fiscal Year:	2021	2022	2023	2024	2025
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$14,282				
Highways/Construction					
Amount:	$2,436,980				
Highways/Environmental					
Amount:	$14,175				
Item Total:	**$2,465,437**				

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 04 **(Updated: 8/19/2020-00.22.25)** **Category:**Highways **Item Number:**441532-1	**2021-2025 AD** **Palm Beach County** **Phase:**Construction

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIGHW — District 04 - Palm Beach County
Description: BARWICK ROAD FROM WEST ATLANTIC AVENUE TO LAKE IDA ROAD
Type of Work: BIKE LANE/SIDEWALK — View Scheduled Activities
Item Number: 441532-1
Length: 1.043 — View Map of Item

Project Detail

Fiscal Year:	2021	2022	2023	2024	2025
Highways/Preliminary Engineering					
Amount:	$5,000				
Highways/Construction					
Amount:		$10,446,107			
Item Total:	**$5,000**	**$10,446,107**			

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
21081	W 13th St	Congress Ave	3/13/2019	4:30 PM	3	2	809	88	0	124	727	2	0	1	1	1	0	113	1	155	2027
21081	W 13th St	Congress Ave	9/16/2019	4:30 PM	5	3	772	74	51	88	663	3	0	0	0	1	0	96	2	129	1887
21081	W 13th St	Congress Ave	10/18/2016	7:00 AM	8	1	421	128	0	178	599	3	0	4	0	0	0	157	1	190	1690
21081	W 13th St	Congress Ave	10/18/2016	2:45 PM	5	2	572	91	0	127	594	2	0	3	0	1	0	220	3	238	1858
21081	W 13th St	Congress Ave	10/18/2016	4:30 PM	3	3	836	105	0	117	701	1	0	3	3	0	0	133	2	205	2112
53100	W Atlantic Ave	Barwick Rd/Sherwood	2/21/2019	7:45 AM	1	26	1	29	6	349	3	281	22	98	1522	8	2	7	965	181	3501
53100	W Atlantic Ave	Barwick Rd/Sherwood	2/21/2019	12:00 PM	0	18	2	17	7	147	6	204	49	156	1463	15	21	14	1183	183	3485
53100	W Atlantic Ave	Barwick Rd/Sherwood	2/21/2019	4:00 PM	0	8	8	10	3	224	3	207	47	188	1346	25	26	14	1400	296	3805
53100	W Atlantic Ave	Barwick Rd/Sherwood	11/30/2016	7:45 AM	0	24	5	20	2	332	14	261	17	99	1439	22	0	10	1015	121	3381
53100	W Atlantic Ave	Barwick Rd/Sherwood	11/30/2016	12:00 PM	0	17	6	14	9	142	2	155	49	128	1320	14	6	9	1143	88	3102
53100	W Atlantic Ave	Barwick Rd/Sherwood	11/30/2016	3:45 PM	0	15	6	16	3	215	8	210	38	184	1260	29	17	14	1518	224	3757
53150	W Atlantic Ave	Congress Ave	3/5/2018	7:45 AM	2	163	404	227	14	421	951	214	0	239	1119	470	13	323	947	306	5813
53150	W Atlantic Ave	Congress Ave	3/5/2018	12:00 PM	14	322	523	194	15	346	569	273	9	211	1076	273	14	209	964	276	5288
53150	W Atlantic Ave	Congress Ave	3/5/2018	4:45 PM	1	302	996	339	8	444	567	304	8	243	1138	207	10	163	1119	349	6198
53150	W Atlantic Ave	Congress Ave	9/28/2016	7:45 AM	6	166	423	210	14	406	1033	193	9	229	985	524	8	306	868	335	5715
53150	W Atlantic Ave	Congress Ave	9/28/2016	11:45 AM	11	258	535	209	15	342	491	212	16	191	888	228	13	208	883	264	4764
53150	W Atlantic Ave	Congress Ave	9/28/2016	4:45 PM	3	351	1114	396	11	367	566	275	7	245	1085	137	16	202	1165	320	6260
53046	W Atlantic Ave	Cumberland Dr	11/14/2017	7:30 AM	0	0	0	0	0	27	0	28	41	21	2394	0	0	0	1239	20	3770
53046	W Atlantic Ave	Cumberland Dr	11/14/2017	12:00 PM	0	0	0	0	0	56	0	41	36	28	1483	0	0	0	1465	41	3150
53046	W Atlantic Ave	Cumberland Dr	11/14/2017	4:30 PM	0	0	0	0	0	81	0	22	20	33	1548	0	0	0	1974	29	3707
53054	W Atlantic Ave	El Clair Ranch Rd	2/12/2019	7:45 AM	0	7	5	15	0	124	25	124	11	46	1689	27	4	18	1048	68	3211
53054	W Atlantic Ave	El Clair Ranch Rd	2/12/2019	12:00 PM	0	25	18	22	0	123	26	96	66	90	1515	26	7	36	1408	112	3570
53054	W Atlantic Ave	El Clair Ranch Rd	2/12/2019	4:45 PM	0	35	39	29	0	83	25	85	47	124	1507	12	6	20	1449	141	3602
53054	W Atlantic Ave	El Clair Ranch Rd	4/25/2016	8:00 AM	0	6	4	4	0	131	23	76	10	27	1723	16	7	21	948	37	3033
53054	W Atlantic Ave	El Clair Ranch Rd	4/25/2016	12:30 PM	0	26	15	18	0	99	28	76	25	46	1047	58	4	27	1210	83	2762
53054	W Atlantic Ave	El Clair Ranch Rd	4/25/2016	4:45 PM	0	32	28	10	0	91	16	46	19	117	958	11	8	29	1400	149	2914
53041	W Atlantic Ave	Fl Turnpike West	2/25/2020	7:30 AM	0	0	0	0	1	358	1	177	11	261	1072	0	0	0	1024	581	3486
53041	W Atlantic Ave	Fl Turnpike West	2/25/2020	12:15 PM	0	0	0	0	2	127	0	99	16	163	991	0	0	0	1142	414	2954
53041	W Atlantic Ave	Fl Turnpike West	2/25/2020	4:45 PM	0	0	0	0	1	129	0	182	5	214	1077	0	0	0	1206	771	3585
53041	W Atlantic Ave	Fl Turnpike West	2/20/2018	7:30 AM	0	0	0	0	0	394	0	147	8	280	1290	0	0	0	858	847	3824
53041	W Atlantic Ave	Fl Turnpike West	2/20/2018	12:15 PM	0	0	0	0	0	169	0	86	14	163	1071	0	0	0	1159	427	3089
53041	W Atlantic Ave	Fl Turnpike West	2/20/2018	4:45 PM	0	0	0	0	3	166	0	156	5	191	1203	0	0	0	1236	882	3842
53041	W Atlantic Ave	Fl Turnpike West	3/14/2017	7:30 AM	0	0	0	0	0	425	0	329	23	182	963	0	0	0	783	581	3286
53041	W Atlantic Ave	Fl Turnpike West	3/14/2017	12:00 PM	0	0	0	0	1	166	0	99	15	149	996	0	0	0	1021	451	2898
53041	W Atlantic Ave	Fl Turnpike West	3/14/2017	4:45 PM	0	0	0	0	0	165	0	96	5	137	952	0	0	0	891	714	2960
53041	W Atlantic Ave	Fl Turnpike West	2/24/2016	7:30 AM	0	0	0	0	0	360	0	142	5	215	1118	0	0	0	747	562	3149