

SUSAN E. O'ROURKE, P.E., Inc.

Traffic Engineering, Transportation Planning

July 25, 2014

Mr. Timothy Stillings, AICP
Director of Planning and Development Services
Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414

Re: Minto West Traffic Impacts – Impacts to Wellington

Dear Mr. Stillings

Susan E. O'Rourke, P.E, Inc was retained to review the traffic studies prepared by Pinder Troutman Consultants, Inc. (PTC) for Minto West and provide input on the impacts to the Village of Wellington. At this time, Minto West has submitted a traffic analysis for the Land Use Plan Amendment, a Traffic Analysis for Concurrency and an updated Traffic Analysis for Concurrency. The applicant is in the process of revising the land use and revising the Traffic Analysis for Concurrency. While we know there will be changes, we offer our comments on what is currently available with the expectations that the impact levels will be similar.

Our findings are identified herein.

A. PROJECT DESCRIPTION

Minto West is an "Agricultural Enclave" consisting of 3,791.05 acres of a mixed use development. The project is located generally east and west of Seminole Pratt- Whitney Road, north of Sycamore Drive and south of 60th Street North in western Palm Beach County. Access for the site is proposed to go through the Indian Trail Improvement District Roadways. An alternative has been proposed that avoids the District's roadways. **Attachment A-1** shows the access and percent project traffic assignment through the District roads. **Attachment A-2** shows the access and the percent project traffic assignment avoiding the District roadways. The effect of these percentage assignments will be discussed in a later section.

Minto West is a large project. It is proposed to be constructed over 20 years. The first phase consists of up to 500 dwelling units to be constructed prior to 2018.

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The buildout phase is 2035 with the following list of uses included in the current traffic study:

- +SFDUs = 4,450
- +Apartments = 650
- +Multi-family condos and Townhomes = 800
- +Single Family for 55+ = 360
- +Multi- family for 55+ = 240
- +General office = 100,000 sf
- +Research and Development = 225,000 sf
- +Retail = 350,000 sf
- +Baseball Stadium = 1 stadium

The applicant has indicated that the baseball stadium has been removed from the program and there will be a decrease in residential units and an increase in non- residential square footage. The impacts should be relatively similar, but these findings will be updated when the new traffic study for the revised land use is published. It is important to note that the baseball stadium had little impact on a “typical” day. Therefore, it was not a significant component of the concurrency analysis.

B. TRIP GENERATION

The trip generation was estimated by the applicant using Palm Beach County trip rates and agreed upon internal capture methodology. The total trips generated by the project are identified below:

B.1 Phase 1

Daily Trips—5,000
AM peak hour trips—375
PM peak hour trips—447

B.2 Buildout

Daily Trips –72,007
AM Peak Hour trips – 5,189
PM Peak Hour trips –5,393

Attachment B contains the details of the Phase 1 and Buildout trip generation.

C. IMPACTS ON WELLINGTON STREETS

Given the trips and the assignment, the traffic was assigned and analyzed on the roadway network. The impacts on roadway links and intersection was determined.

As was show on the percent assignment Attachment A (using the District Roads), there is an impact of 14% to 17% on Southern Boulevard in the vicinity of Wellington. That impact represents 12,240 daily trips, 882 AM peak hour trips and 917 PM peak hour trips on Southern Boulevard. About 5,400 daily trips and 400 trips in each of the peak hours are destined for Wellington. Since Wellington is primarily built out, these trips would not be new traffic. Rather these would be people shopping to the existing shops or people working in Minto West who had been working elsewhere.

If the District roads cannot be used by Minto West, the impact on Southern Boulevard would increase to 28% (See Attachment A-2). 28% represents 20,162 daily trips; 1,453 AM peak hour trips and 1,510 PM peak hour trips. Again, the same numbers of trips are destined for Wellington but the majority of the traffic is passing through on Southern Boulevard. This impact is equivalent to an additional two roadway lanes (one in each direction).

The roads in the immediate vicinity of Wellington will be severely affected if the District roads are not used by Minto West. The situation with ITID should be followed with the understanding that there are sever repercussions for Wellington's mobility.

Based on the analysis, a series of roadway improvements were proposed and the development phasing tied to those improvements.

C.1 Roadway Improvements and Development Thresholds

As the development progresses, roadway improvements will come on line to mitigate the impacts of Minot West combined with background growth.

The subsequent phases have not been linked to a time or location on the site plan, rather the phases are tied to the payment of proportionate share payments or construction of identified roadway improvements.

Thresholds of key interest to Wellington are identified below:

Threshold (units or equivalent)	Roadway Limits	Improvement	Prop Share Payment (if applicable)
1,021 SFDU (AM trip equivalency)	Southern Blvd from Lion Country Safari to Forest Hill Boulevard	Assured Construction 4LD to 6D	NA
2,272 SFDU (AM outbound trip equivalency)	Southern Blvd. from Forest Hill Blvd. to Royal Palm Beach Blvd.	6LD to 8LD+	\$1,629,208
2,755 SFDU (AM outbound trip equivalency)	Southern Blvd. from Big Blue Trace to Forest Hill Blvd.	8LD to 8LD+	\$1,932,927
3,045 SFDU (AM outbound trip equivalency)	Southern Blvd. from Royal Palm Beach Blvd. to SR 7	8LD to 8LD+	\$2,769,653
4,072 SFDU	Southern Blvd/ Forest Hill/ Crestwood	Intersection Improvements	\$253,195
4,450 SFDU	Southern Blvd. from Binks Forest to Big Blue Trace	6LD to 8LD	\$260,312

C.2 Roadway Improvements

The table above shows the timing of improvements on roadways immediately adjacent to Wellington. There are significant widening projects and proportionate share payments for Seminole Pratt Whitney Road, Okeechobee, SR 7 and so on. **Attachment C** illustrates the roadway need that arise as a result of Minto West plus all other approved projects in the area through 2035. There are two maps included in the Attachment. The first shows the improvements with Minto West and the second shows what improvements are needed even if Minto West does not develop. All of the improvements key to Wellington, are needed with or without the development of Minto West. However, given the amount of traffic that Minto west adds, (one half a lane to a whole lane of traffic demand, dependent upon which access scheme is agreed upon, one should not take the fact that there are not “additional” improvement in the wellington area is an indication that the impacts are minimal.

The applicant for Minto West, proposes to make “proportionate- share” payments for the improvement to Southern Boulevard beyond 6 lanes. With payment being made and no physical widening, Southern Boulevard would be over capacity for the 6 lane assured construction beginning somewhere around 2024. The payments made to the County will be used to increase mobility in the area but not necessarily to the roadways that are affected.

This increasing traffic could jeopardize the overall mobility in the area and congest the area to the point where getting into and out of Wellington is significantly restricted. The Village of Wellington should participate in the allocation of proportionate share funds to ensure mobility is maintained.

C.3 Intersection Improvements

The intersections of Southern Boulevard/ Blink, Southern Boulevard/ Big Blue Trace and Southern Boulevard/ Forest Hill Boulevard/ Crestwood will require improvements according to the traffic study. The Southern Boulevard/ Royal Palm Beach Boulevard intersection was not included in the analysis. I have requested additional information on this intersection.

Improvements are shown in **Attachment C**. These improvements have not been designed and the ability to construct those intersection improvements is not certain. Furthermore, specifically the improvements at Southern Boulevard and Crestwood/ Forest Hill Boulevard would be so extensive, that the operation would be lengthy and delays to the community substantial.

If the improvements are not made and "proportionate fair- share" payments are made in lieu of the improvements, the delays to Wellington could lead to grid lock.


D. CONCLUSION

Minto West has the potential to impact roadways and intersections in and around Wellington over the next 20 years. Impacts to Southern Boulevard and its major intersections will require improvements over time. However, not all the improvements will be made. In some cases proportionate share payments will be made in lieu of making physical improvements. Wellington should engage in the mitigation process. Perhaps a list of improvements that Wellington would like to see should be developed and submitted to the County. In all cases, Wellington should remain engaged as the analysis continues and participate in the development of mitigation and the allocation of Funds.

Please note that nothing in this letter is intended to suggest you support Minto West. Whatever decision is made, these issues should be addressed. Additionally, Wellington could suggest a cap on development related to acceptable "exceedances" on key roadways and intersections. In other words, maybe 25% over capacity is OK to make "in-lieu" payments as mitigation, but 50% is not.

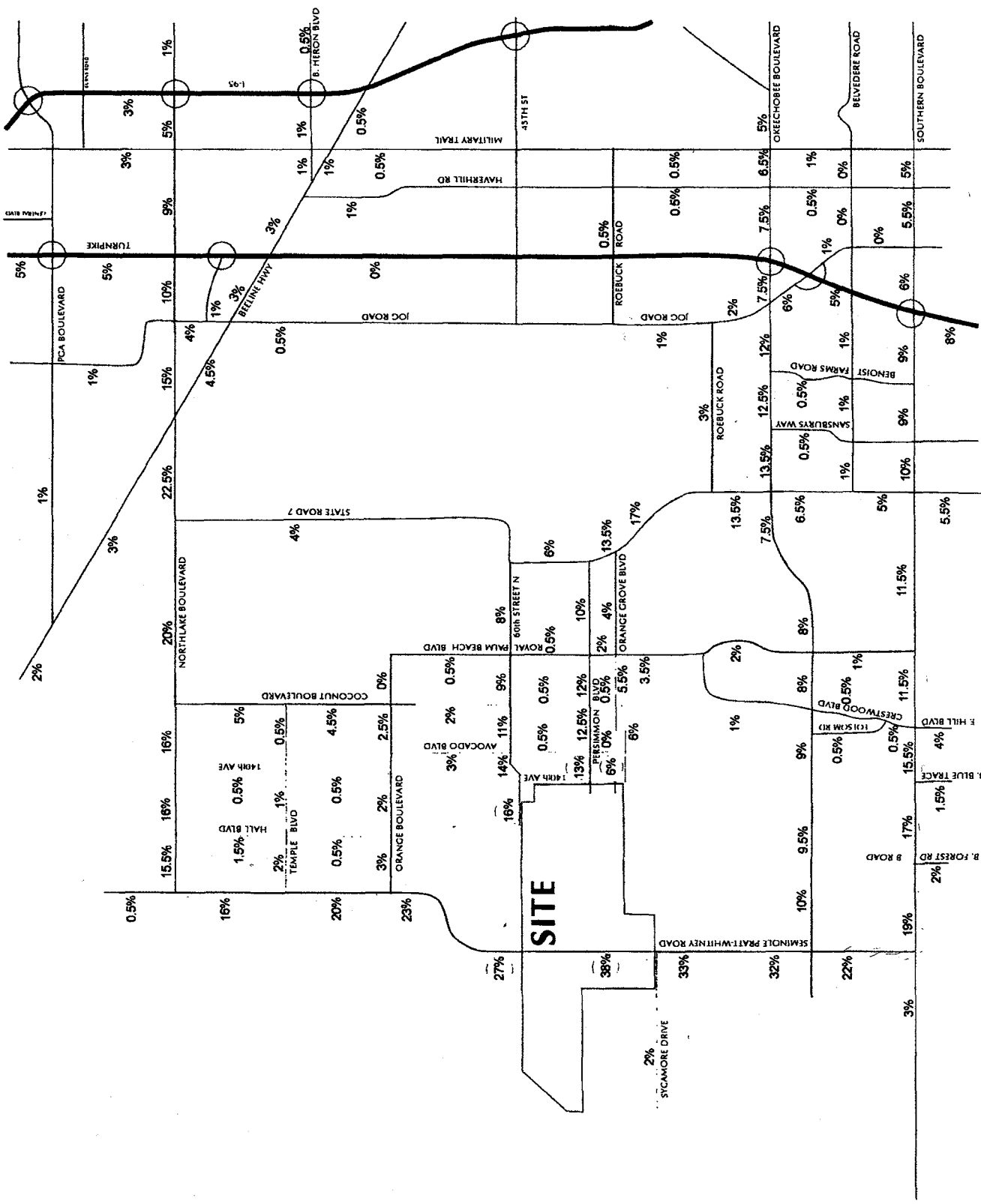
I look forward to discussing these issues with you.

Respectfully submitted,
SUSAN E. O'ROURKE, P.E., INC.


Susan E. O'Rourke, P.E.
President.

ATTACHMENT A -1

- + This map was prepared by PTC and included in the Traffic Analysis for Concurrency dated May 7, 2014
- + This map shows the percentage assignment on the roadway network with the access through Indian Trail Improvements District roads.
- + Note the assignments and the links into Wellington.



2/17/14
13-013

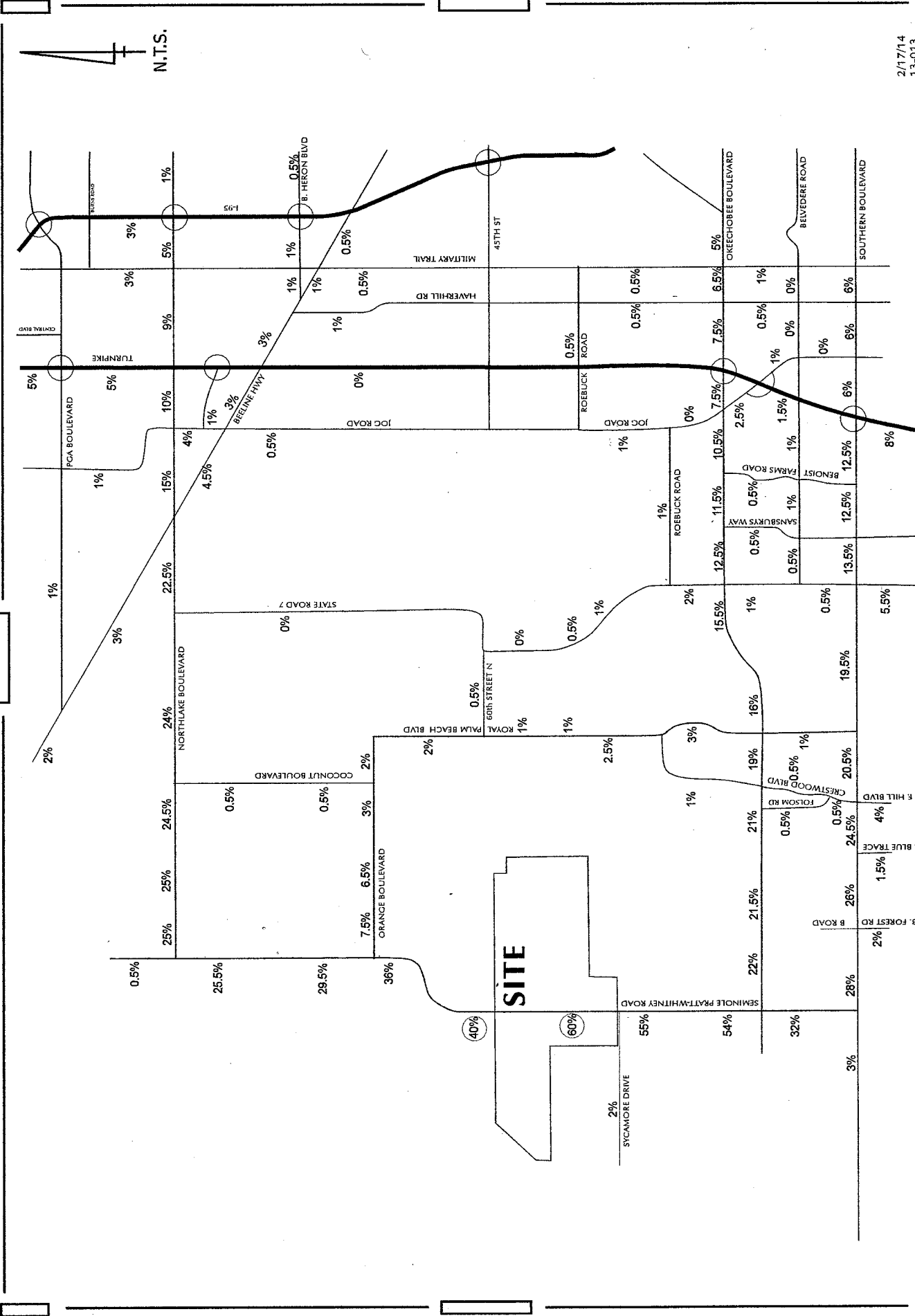


EXHIBIT 3A PROJECT DISTRIBUTION

MINTO WEST

ATTACHMENT A-2

- + This map was prepared by PTC and included in the Traffic Analysis for Concurrency dated May 7, 2014.
- + This map shows the percentage assignment on the roadways network without access through ITID roads.
- + Note the increased assignment on Southern Boulevard and Seminole Pratt Whitney Road.



2/17/14
13-013

PTC

EXHIBIT 3A
PROJECT DISTRIBUTION
WITHOUT ITID ROADWAYS

MINTO WEST

ATTACHMENT B

+ Exhibit 2B, as labelled by PTC shows the trips associated with phase 1 as presented in the Land Use Plan Amendment.

+ Exhibits 2A, 2B and 2C show the trip generation for the daily, AM and PM peak hour periods, respectively, as presented by PTC in the May 7, 2014 Traffic Analysis for Concurrency.

Exhibit 2B
Minto West Comprehensive Plan Amendment
Trip Generation - Test 2 - 5 Year Phase

AM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Single-Family Residential	210	500 DUs	0.75 /DU (25/75)	94	281	375
TOTAL				94	281	375

PM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Single-Family Residential	210	500 DUs	$\ln(T) = 0.90\ln(X) + 0.51$ (63/37)	282	165	447
TOTAL				282	165	447

(1) Source: Palm Beach County and the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition.

Exhibit 2A
Minto West
Daily Trip Generation

West Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)	External Trips	Interzonal Trips (2)	External Trips	Pass-by Trips (1)	New Trips
Residential - SF	210	400 DUs	10 / DU	4,000	868	3,132	388	2,744	-	2,744
Residential - MF Apts.	220	230 DUs	6.65 / DU	1,530	332	1,198	148	1,050	-	1,050
Residential - MF Condos.	230	100 DUs	6.65 / DU	665	144	521	64	457	-	457
Residential - 55+ Detached	251	360 DUs	8 / DU	2,880	625	2,255	285	1,970	-	1,970
Residential - 55+ Attached	252	240 DUs	6 / DU	1,440	312	1,128	141	987	-	987
General Office	710	100,000 SF	$\ln(T) = 0.77\ln(X) + 3.65$	1,334	235	1,099	143	956	96	860
Research & Devel.	760	225,000 SF	$\ln(T) = 0.83\ln(X) + 3.09$ (3)	1,969	347	1,622	217	1,405	141	1,264
Retail	820	350,000 SF	$\ln(T) = 0.65\ln(X) + 5.83$	15,331	2,714	12,617	2,683	9,934	2,851	7,083
Baseball Stadium	Calc**	1 Stadium	580 / Stadium	580	58	522	-	522	-	522
TOTALS				29,729	5,635	24,094	4,069	20,025	3,088	16,937

East Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)	External Trips	Interzonal Trips (4)	External Trips	Pass-by Trips (1)	New Trips
Residential - SF (N.O.T.U)	210	1,300 DUs	10 / DU	13,000	780	12,220	412	11,808	-	11,808
Residential - SF (F.M.P.Q.R.S)	210	2,750 DUs	10 / DU	27,500	1,650	25,850	901	24,949	-	24,949
Residential - MF Condos.	230	700 DUs	6.65 / DU	4,655	279	4,376	142	4,234	-	4,234
Residential - MF Apts.	220	420 DUs	8 / DU	3,360	202	3,158	110	3,048	-	3,048
Hotel	310	150 Rooms	8.92 / Room	1,338	502	836	187	649	65	584
Community College	540*	3,000 Students	2.29 / Student	6,870	1,491	5,379	735	4,644	-	4,644
General Office	710	100,000 SF	$\ln(T) = 0.77\ln(X) + 3.65$	1,334	253	1,081	96	985	99	886
Research & Devel.	760	275,000 SF	$\ln(T) = 0.83\ln(X) + 3.09$ (3)	2,326	442	1,884	175	1,709	171	1,538
Light Industrial	110	200,000 SF	6.97 / 1000 SF	1,394	265	1,129	105	1,024	102	922
Retail	820	150,000 SF	$\ln(T) = 0.65\ln(X) + 5.83$	8,839	3,757	5,082	1,206	3,876	1,419	2,457
TOTALS				70,616	9,621	60,995	4,069	56,926	1,856	55,070

COMBINED TOTALS

				100,345	15,256	85,089	8,138	8.1%	76,951	4,944	72,007
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Project Internalization: 23.3%

- * Rate obtained from Palm Beach State College trip generation study by Kinley-Horn. See Appendix B.
- ** Rate calculated based on Abacoa rates for Stadium with an applied seating ratio. See Appendix B.
- (1) Source: Palm Beach County ULDC Article 13, unless otherwise noted.
- (2) Utilized average of individual AM and PM peak hour internalization rates.
- (3) Source: Institute of Transportation Engineers, Trip Generation, 9th Edition.
- (4) Utilized average of individual AM and PM peak hour internalization rates with adjustments to balance with the west side interzonal trips.

Exhibit 2B
Minto West
AM Peak Hour Trip Generation

West Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips (2)	External Trips		Interzonal Trips (2)	External Trips		Pass-by Trips (3)		New Trips	
				In	Out		In	Out		In	Out	Trips (3)		In	Out
Residential - SF	210	400 DUs	$0.75 / DU (25/75)$	75	225	300	13	4.4%	73	214	287	18	6.0%	70	199
Residential - MF Apts.	220	230 DUs	$T = 0.49(X) + 3.73 (20/80)$	23	93	116	5	4.4%	22	89	111	7	6.0%	21	83
Residential - MF Condos.	230	100 DUs	$Ln(T) = 0.80Ln(X) + 0.26 (17/83)$	9	43	52	2	4.4%	9	41	50	3	5.8%	9	38
Residential - 55 + Detached	251	360 DUs	$0.22 / DU (35/65)$	28	51	79	4	4.4%	27	48	75	5	6.3%	26	44
Residential - 55 + Attached	252	240 DUs	$0.2 / DU (34/66)$	16	32	48	2	4.4%	16	30	46	3	6.3%	16	27
General Office	710	100,000 SF	$Ln(T) = 0.80Ln(X) + 1.57 (88/12)$	168	23	191	22	11.7%	154	15	169	15	7.9%	143	11
Research & Devel.	760	225,000 SF	$Ln(T) = 0.87Ln(X) + 0.86 (83/17)$	218	45	263	31	11.7%	199	33	232	21	8.0%	184	27
Retail	820	350,000 SF	$0.96 / 1000 SF (62/38)$	208	128	336	41	12.2%	185	110	295	65	19.3%	150	80
Baseball Stadium	Calc**	1 Stadium	$16.055 / Stadium (88/12)$	14	2	16	2	10.0%	12	2	14	-	0.0%	12	2
TOTALS				759	642	1,401	122	8.7%	697	582	1,279	137	9.8%	631	511
														556	484
														1,040	

East Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips (2)	External Trips		Interzonal Trips (2)	External Trips		Pass-by Trips (3)		New Trips	
				In	Out		In	Out		In	Out	Trips (3)		In	Out
Residential - SF (N.O.T.U.)	210	1,300 DUs	$0.75 / DU (25/75)$	244	731	975	30	3.1%	239	706	945	12	1.2%	236	697
Residential - SF (F.A.M.P.Q.R.S.)	210	2,750 DUs	$0.75 / DU (25/75)$	516	1,547	2,063	65	3.1%	507	1,491	1,998	26	1.3%	501	1,471
Residential - MF Condos.	230	700 DUs	$Ln(T) = 0.80Ln(X) + 0.26 (17/83)$	42	203	245	8	3.1%	41	196	237	3	1.2%	40	194
Residential - MF Apts.	220	420 DUs	$T = 0.49(X) + 3.73 (20/80)$	42	168	210	7	3.1%	41	162	203	3	1.4%	40	160
Hotel	310	150 Rooms	$0.53 / Room (59/41)$	47	33	80	27	33.8%	44	9	53	8	10.0%	42	3
Community College	540*	3,000 Students	$0.11 / Student (87/13)$	287	43	330	59	17.9%	239	32	271	25	7.6%	220	26
General Office	710	100,000 SF	$Ln(T) = 0.80Ln(X) + 1.57 (88/12)$	168	23	191	28	14.4%	148	15	163	11	5.8%	141	11
Research & Devel.	760	275,000 SF	$Ln(T) = 0.87Ln(X) + 0.86 (83/17)$	260	53	313	45	14.4%	230	38	268	18	5.8%	217	33
Light Industrial	110	200,000 SF	$0.92 / 1000 SF (88/12)$	162	22	184	26	14.4%	143	15	158	11	6.0%	136	11
Retail	820	150,000 SF	$0.96 / 1000 SF (62/38)$	89	55	144	77	53.5%	39	28	67	20	13.9%	27	20
TOTALS				1,857	2,878	4,735	372	7.9%	1,671	2,692	4,363	137	2.9%	1,600	2,626
														1,536	2,613
														4,149	

COMBINED TOTALS

				2,616	3,520	6,136	494	8.1%	2,368	3,274	5,642	274	4.5%	2,231	3,137
														2,092	3,097
														5,189	

* Rate obtained from Palm Beach State College trip generation study by Kimley-Horn. See Appendix B.

** Rate calculated based on Abacoa rates for Stadium with an applied seating ratio. See Appendix B.

(1) Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, unless otherwise noted.

(2) Internalization matrices are included in Appendix B.

(3) Source: Palm Beach County ULDC Article 13.

Project Internalization: 12.6%

Exhibit 2C
Minto West
PM Peak Hour Trip Generation

West Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips		External Trips		Interzonal Trips (2)		External Trips		Pass-by Trips (3)		New Trips		
				In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
Residential - SF	210	400 DUs	$\ln(T) = 0.90\ln(X) + 0.51 (63/37)$	231	135	366	143	39.0%	127	96	223	94	80	174	-	0%	94	80
Residential - MF Apts.	220	230 DUs	$0.62 / DU (65/35)$	93	50	143	56	39.0%	51	36	87	39	29	68	-	0%	39	29
Residential - MF Condos.	230	100 DUs	$\ln(T) = 0.82\ln(X) + 0.32 (67/33)$	40	20	60	23	39.0%	22	15	37	8	13.3%	17	12	29	17	12
Residential - 55+ Detached	251	360 DUs	$0.27 / DU (61/39)$	59	38	97	38	39.0%	32	27	59	13	13.4%	24	22	46	24	22
Residential - 55+ Attached	252	240 DUs	$0.25 / DU (54/46)$	32	28	60	23	39.0%	18	19	37	8	13.3%	13	16	29	13	16
General Office	710	100,000 SF	$1.49 / 1000 SF (17/83)$	25	124	149	35	23.5%	15	99	114	20	13.4%	8	86	94	7	78
Research & Devel.	760	225,000 SF	$\ln(T) = 0.83\ln(X) + 1.06 (15/85)$	39	220	259	61	23.5%	24	174	198	36	13.9%	11	151	162	10	136
Retail	820	350,000 SF	$\ln(T) = 0.67\ln(X) + 3.31 (48/52)$	666	721	1,387	321	23.1%	546	520	1,066	216	15.6%	455	395	850	324	282
Baseball Stadium	Calc**	1 Stadium	$30.197 / Stadium (61/39)$	18	12	30	3	10.0%	16	11	27	-	0.0%	16	11	27	16	11
TOTALS				1,203	1,348	2,551	703	27.6%	851	997	1,848	369	14.5%	677	802	1,479	544	666

East Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		Internal Trips (2)		External Trips		Interzonal Trips (2)		External Trips		Pass-by Trips (3)		New Trips						
				In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total				
Residential - SF (N.O.T.U.)	210	1,300 DUs	$\ln(T) = 0.90\ln(X) + 0.51 (63/37)$	666	391	1,057	93	8.8%	612	352	964	48	4.5%	579	337	916	-	0%	579	337	916	Total
Residential - SF (F.M.P.Q.R.S.)	210	2,750 DUs	$\ln(T) = 0.90\ln(X) + 0.51 (63/37)$	1,307	767	2,074	181	8.8%	1,200	693	1,893	95	4.6%	1,136	662	1,798	-	0%	1,136	662	1,798	Total
Residential - MF Condos.	230	700 DUs	$\ln(T) = 0.82\ln(X) + 0.32 (67/33)$	198	98	296	26	8.8%	182	88	270	13	4.4%	173	84	257	-	0%	173	84	257	Total
Residential - MF Apts.	220	420 DUs	$0.62 / DU (65/35)$	169	91	260	23	8.8%	155	82	237	12	4.6%	147	78	225	-	0%	147	78	225	Total
Hotel	310	150 Rooms	$0.6 / Room (51/49)$	46	44	90	37	41.1%	23	30	53	14	15.6%	16	23	39	4	10%	14	21	35	Total
Community College	540*	3,000 Students	$0.14 / Student (54/46)$	227	193	420	107	25.5%	170	143	313	50	11.9%	144	119	263	-	0%	144	119	263	Total
General Office	710	100,000 SF	$1.49 / 1000 SF (17/83)$	25	124	149	35	23.5%	8	106	114	11	7.4%	5	98	103	10	10%	5	88	93	Total
Research & Devel.	760	275,000 SF	$\ln(T) = 0.83\ln(X) + 1.06 (15/85)$	46	259	305	71	23.5%	15	219	234	24	7.9%	10	200	210	21	10%	9	180	189	Total
Light Industrial	110	200,000 SF	$0.97 / 1000 SF (12/88)$	23	171	194	46	23.5%	7	141	148	15	7.7%	3	130	133	13	10%	3	117	120	Total
Retail	820	150,000 SF	$\ln(T) = 0.67\ln(X) + 3.31 (48/52)$	377	409	786	247	31.4%	279	260	539	87	11.1%	243	209	452	165	36.6%	154	133	287	Total
TOTALS				3,084	2,547	5,631	866	15.4%	2,651	2,114	4,765	369	6.6%	2,456	1,940	4,396	213		2,364	1,819	4,183	Total

COMBINED TOTALS				4,287	3,895	8,182	1,569	19.2%	3,502	3,111	6,613	3,133	2,742	5,875	482		2,908	2,485
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* Rate obtained from Palm Beach State College trip generation study by Kimley-Horn. See Appendix B.

** Rate calculated based on Abacoa rates for Stadium with an applied seating ratio. See Appendix B.

(1) Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, unless otherwise noted.

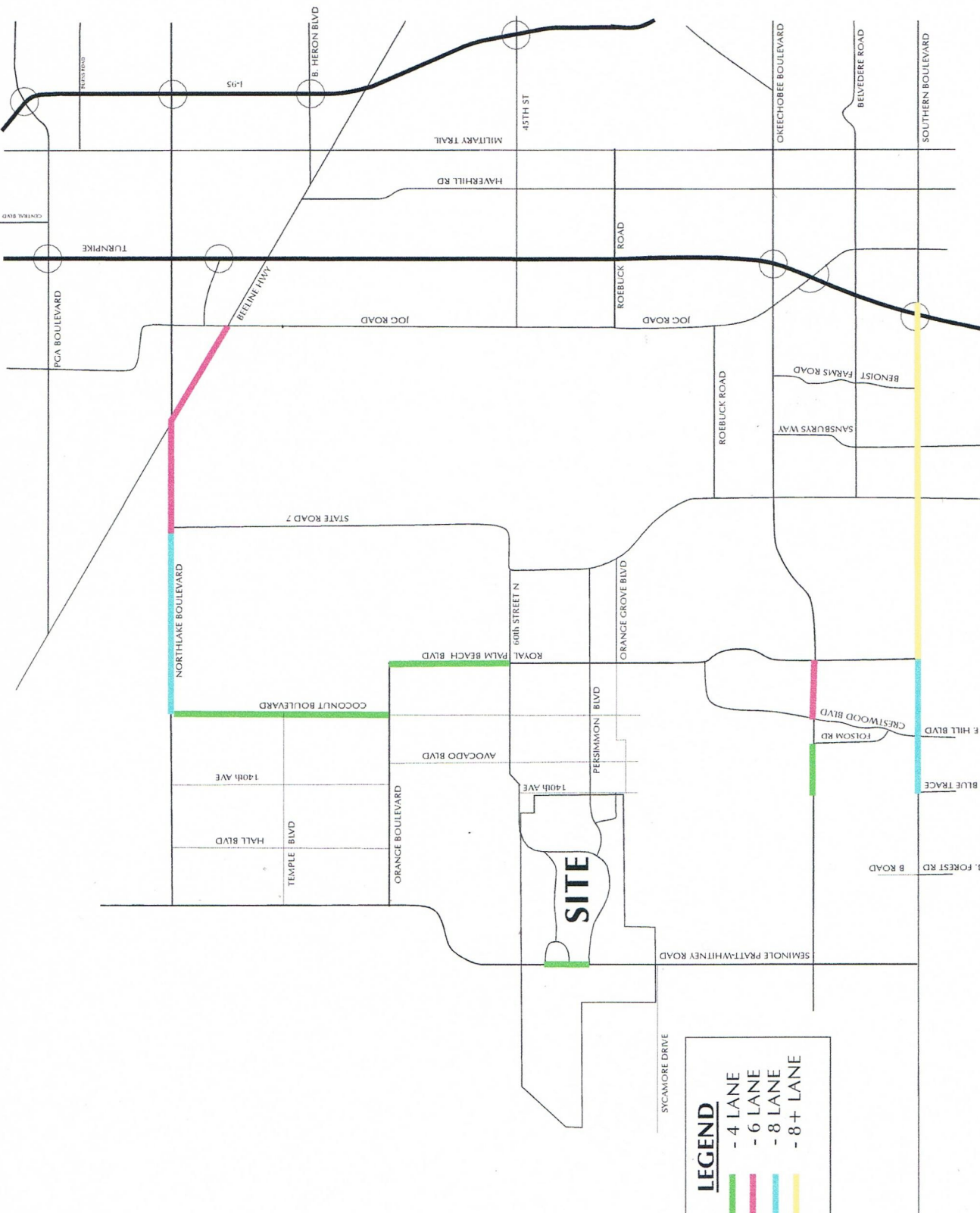
(2) Internalization matrices are included in Appendix B.

(3) Source: Palm Beach County ULDC Article 13.

Project internalization: 28.2%

ATTACHMENT C

- + The map labelled Exhibit 6D prepared by PTC for the Traffic Analysis for Concurrency dated May 7, 2014 shows the roadway improvements needed with Minto West included through Year 2035;
- + The map labeled Exhibit 6C prepared by PTC, shows the roadway improvements needed even if Minto West does not develop.

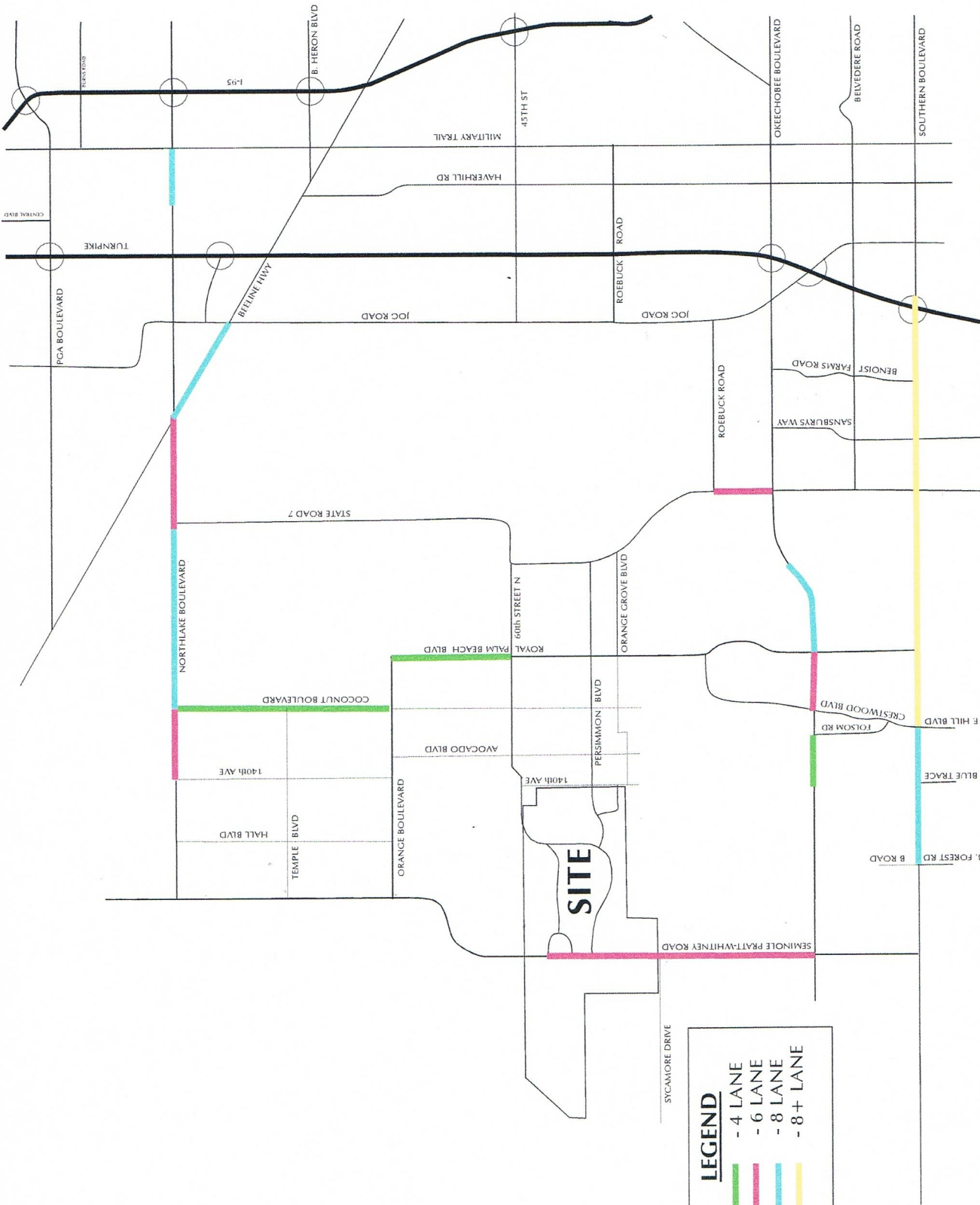
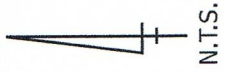


2/17/14
13-013

PTC

EXHIBIT 6C
ROADWAY IMPROVEMENTS
BACKGROUND TRAFFIC

MINTO WEST



2/17/14
13-013

PTC

EXHIBIT 6D
ROADWAY IMPROVEMENTS
TOTAL TRAFFIC

MINTO WEST

ATTACHMENT D

+ Exhibit 5b, prepared by PTC for the May 7, 2014 Traffic Analysis for Concurrency, shows the intersection improvements needed in the Wellington area.

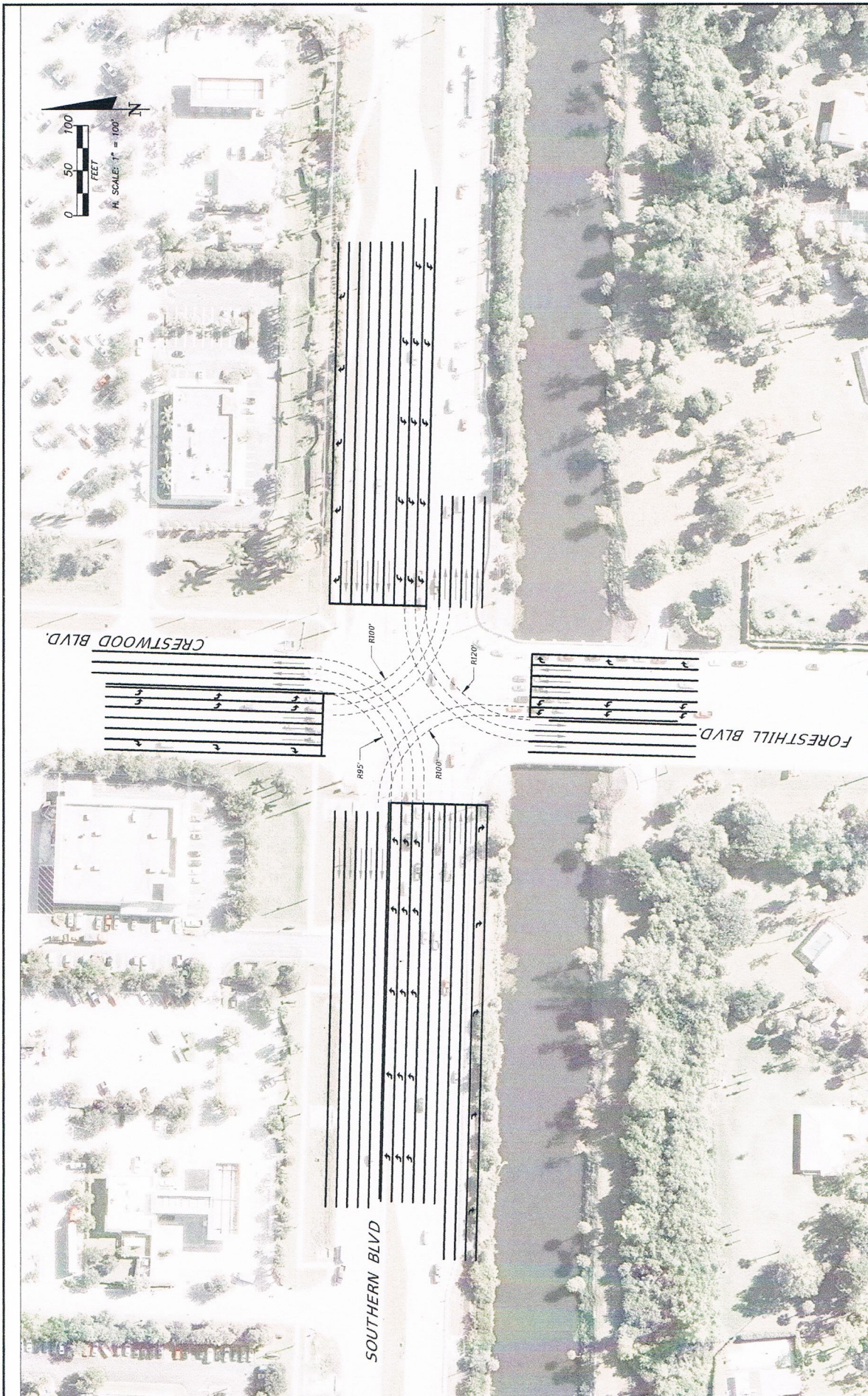
+ The three drawings that follow were prepared by Susan E. O'Rourke, P.E., Inc. to identify the extent of the necessary improvements.

Exhibit 5B
Minto West
Intersection Geometry Summary

Intersection Geometry Summary 1.4-01 1/5-6/14
5/7/2014
Page 4 of 4

Intersection	Existing	Programmed	Proposed
Roebuck Rd / SR 7	N/A		
Southern Blvd / Seminole Pratt-Whitney Rd			
<i>B Road</i> Southern Blvd / Binks Forest Dr			
Southern Blvd / Big Blue Trace <i>F Road</i>			
<i>Crestwood</i> Southern Blvd / Forest Hill Blvd		N/A	
Turnpike / Jog Road Entrance (south of Northlake Blvd)		N/A	N/A

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



REVISIONS		DATE		BY		DESCRIPTION	

DESIGNED BY	JOHN BY	Susan E. O'Rourke, P.E., Inc. Traffic Engineering, Transportation Planning 980 SE Federal Highway Suite 402 Stuart, Florida 34984	PALM BEACH COUNTY FLORIDA	PROJECT NAME Mirto West	FINANCIAL PROJECT ID
SO	7-28-14				
CHECKED BY	SO				
SO					

OWNER'S RECORD	
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SOUTHERN BLVD/FOREST HILL BLVD. PROPOSED ULTIMATE INTERSECTION		SHEET NO. 1
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