PTC
Transportation Consultants

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West Palm Beach, FL 33411-6700
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Certificate of Authorization Number: 7989

Equestrian Village – Summary of Traffic Studies

1. Traffic Impact Study – Dated June 17, 2013, Revised August 18,2013
    a. Addressed Palm Beach County and Wellington Traffic Performance Standards (TPS) on a peak season weekday AM (7-9 AM) and PM (4-6 PM) basis.
    b. Analyzed 352 stalls and 500 spectators.
    c. Demonstrated that level of service (LOS) standards can be met through Year 2016 with improvements at the Pierson Rd / South Shore Blvd intersection.
    d. Appendices with traffic count data, committed development data and intersection analyses are available.
2. Peak Event Traffic Evaluation – Dated June 19, 2013 and June 23, 2013
    a. Addressed LOS of area links and intersections during peak event for a peak season Friday evening from 6:30-7:30 PM and 9:30-10:30 PM.
    b. Analyzed 3000 spectators.
    c. Demonstrated that the LOS standards can be met for the area links and intersections during a peak event.
3. PBIEC Trip Generation Study – Dated July 24, 2013 and August 5,2013
    a. Addressed the trip generation of an existing equestrian facility for comparison with the assumptions used in the traffic studies for the Equestrian Village.
    b. Utilized turning movement and video counts collected January 2012 and March 2013 at the two Pierson Road entrances to PBIEC.
    c. Established trip generation rates by stall for the weekday analysis and trip generation rates by spectator for peak events.
    d. Applied counted trip generation rates to proposed Equestrian Village and determined that the assumptions in the studies resulted in traffic higher than that based on the counts.
    e. Appendices with detailed count data are available.

Equestrian Village

Traffic Impact Study

Prepared by:

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467
(561) 795-0678

Certificate of Authorization No. 6585

June 2013
Revised August 22, 2013

MTP Group, Inc.
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August 22, 2013

Michael F. Sexton, PE, PSM
President
Sexton Engineering Associates, Inc.
110 Ponce de Leon Street, Suite 100
Royal Palm Beach, Florida 33411

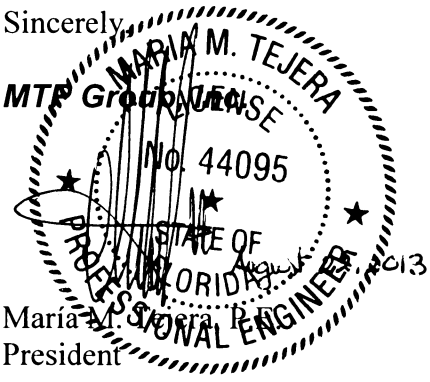
Re: **Equestrian Village**
PCNs: 73414416000005030; 73414416000005040; 73414416000005050; 73414416000005060; and 73414416000005070

Dear Mr. Sexton:

Per your request, we are submitting this traffic study for the proposed **Equestrian Village** to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington. The proposed development is to include 352 stable stalls and a commercial equestrian arena complex. This study has been performed using accepted traffic engineering principles following the requirements of *Palm Beach County and Wellington Traffic Performance Standards*.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

Sincerely,



MTP Group, Inc.
María M. Tejera, P.E.
President

Florida Registration Number 44095

Attachments

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INTRODUCTION

Equestrian Village is a proposed development to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington, as presented in **Figure 1**. The proposed development is to include 352 stable stalls and a commercial equestrian arena complex. The project is expected to be built by the year 2016.

Access to the site will be provided through driveways along Pierson Road and South Shore Boulevard. A full access driveway is proposed on Pierson Road. Access on South Shore is through an existing right-turn-in/left-turn-in/right-turn-out driveway. **Appendix A** presents a reduced copy of the preliminary site plan.

MTP Group has been retained to conduct a traffic study to determine compliance with *Palm Beach County and Village of Wellington Traffic Performance Standards*. The purpose of this study is to determine the traffic generation of the proposed development and evaluate the traffic impact in the surrounding roadway system.

Figure 1: Site Location
Equestrian Village

N
N.T.S.

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TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT

As discussed above, the project contains 352 stable stalls and a commercial equestrian arena complex. The complex is to include an outdoor derby arena, a main outdoor and open-air equestrian arena, multiple open-air secondary equestrian rings, a covered arena/equestrian ring, an equestrian show office, accessory equestrian structures, temporary event seating, and an event kitchen, and temporary banquet hall (tent).

The commercial equestrian arena will be utilized primarily for Dressage Equestrian Competitions with equestrian competitions within the equestrian show rings during weekdays. Traffic generated by the equestrian complex during weekdays has been estimated based on information provided by the owner/operator. This complex will also host larger evening events which will attract a significant amount of spectators. These events, which are expected during the weekends or on a Friday evening starting at 7:30 p.m. or later, have not been evaluated in this report as they do not occur during the a.m. and p.m. peak hours of the adjacent street.

The following users are expected at the equestrian complex during a weekday competitions:

- Exhibitors: These are the riders with their respective horses. While the majority of these will have the horses housed in the on-site stables, it is estimated that a maximum of 25 exhibitors may be transported to the property by horse trailers to compete on a daily basis.

- Spectators: As multiple equestrian classes are occurring throughout the day, spectators will come and go to attend a specific class. Spectators enter and exit the site at different times. These are not expected to spend the whole day at the site.

- Staff/Officials: The event operators will maintain both staff members and officials on-site during the equestrian events in addition to the support staff for the stabling facilities.

The trip generation characteristics of the proposed development have been determined using information provided by the owner/operator as well as trip generation rates provided by Palm Beach County. **Table 1** presents trip generation characteristics of the proposed development.

TABLE 1
TRIP GENERATION

Land Use	Amount	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Stables	352	732	56	26	30	43	16	27
Exhibitor - Trailer	25	50	5	5	0	5	0	5
Event Spectators	500	666	133	113	20	133	20	113
Staff - Officials	30	75	24	22	2	24	2	22
Net Traffic		*1,523*	*218*	*166*	*52*	*205*	*38*	*167*

Trip Generation Rates

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Stables	PBC	2.079	0.16	47%	53%	0.123	38%	62%
Exhibitor - Trailer	Assumed	2.000	0.20	90%	10%	0.20	10%	90%
Event Spectators	*	1.332	0.27	85%	15%	0.27	15%	85%
Staff - Officials	Assumed	2.500	0.80	90%	10%	0.80	10%	90%

* Trip Generation for Events

Spectators on typical day:	500
Vehicle occupancy:	1.5
Total vehicles:	333
Total Traffic:	666
Daily Trip Gen. Rate:	1.332
AM Peak Hour:	20% of daily
Directional Split In-Out:	85% - 15%
PM Peak Hour:	20% of daily
Directional Split In-Out:	15% - 85%

Independent Variable:

Stable: Stalls

Based on the table above, the proposed development has the potential to generate 218 net new trips during the a.m. and 205 net new trips during the p.m. peak hour.

Existing and proposed developments in the area, functional classification of the surrounding roadways, and travel time characteristics of the roadway network have been used to estimate project traffic distribution and assignment. The assignment is presented in **Figure 2**.

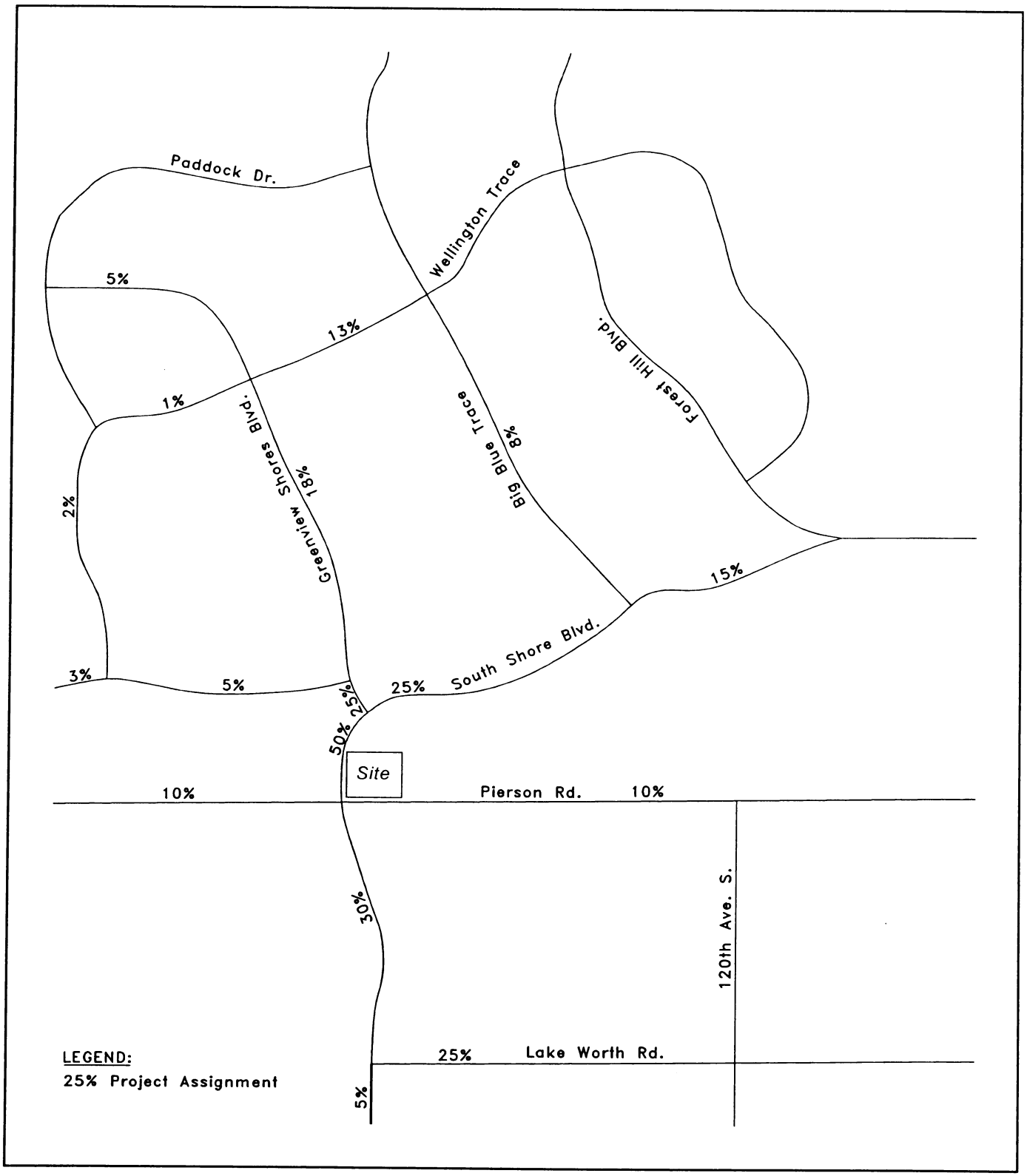

Figure 2: Traffic Assignment
Equestrian Village

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EXISTING ROADWAY CONDITIONS

The main thoroughfare roadways serving the site are Pierson Road and South Shore Boulevard. Pierson Road has a two-lane cross-section along its entire length. South Shore Boulevard has a two lane cross-section south of Pierson Road and a four-lane-divided cross-section north of Pierson Road. Traffic signals control operations at the intersections of South Shore Boulevard with both, Pierson Road and Greenview Shores Boulevard.

Based on Table 12.B.2.D-7 3A of the Palm Beach County *Traffic Performance Standards*, the Test One maximum radius of development influence for a project generating 218 two-way peak hour trips is two miles. However, some links within this radius are expected to carry project traffic lower than one percent of the adopted level of service (LOS) for that particular facility. **Table 2** presents the determination of roadway links to be included in the study.

As presented in Table 2, the following thoroughfares need to be evaluated:

- South Shore Boulevard from Lake Worth Road to Forest Hill Boulevard;
- Greenview Shores Boulevard from South Shore Boulevard to Wellington Trace;
- Big Blue Trace from South Shore Boulevard to Wellington Trace;
- Lake Worth Road from South Shore Boulevard to 120th Avenue South;
- Pierson Road from 150th to 120th Avenue South; and
- Wellington Trace from Greenview Shores Boulevard to Big Blue Trace.

TABLE 2
STUDY AREA DETERMINATION - TEST ONE

Roadway Link	Direction	Number of Lanes	Class	Adopted Level of Service	Adopted Service Volume	Project Traffic Assignment	AM Peak Hour Project Traffic	AM Peak Hour Project Impact	AM Peak Hour Significant Impact?	PM Peak Hour Project Traffic	PM Peak Hour Project Impact	PM Peak Hour Significant Impact?
South Shore Boulevard												
South of Lake Worth Rd	SB	2L	Class I	E	880	5%	3	0.34%	No	8	0.91%	No
	NB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
Lake Worth Rd to Pierson Rd	SB	2LD	Class I	E	880	30%	16	1.82%	Yes	50	5.68%	Yes
	NB	2LD	Class I	E	880	30%	50	5.68%	Yes	11	1.25%	Yes
Pierson Rd to Project	SB	4LD	Class II	D	1,770	25%	13	0.73%	No	42	2.37%	Yes
	NB	4LD	Class II	D	1,770	25%	42	2.37%	Yes	10	0.56%	No
Project to Greenview Shores Blvd	SB	4LD	Class II	D	1,770	50%	83	4.69%	Yes	19	1.07%	Yes
	NB	4LD	Class II	D	1,770	50%	26	1.47%	Yes	84	4.75%	Yes
Greenview Shores Blvd to Big Blue Tr	SB	4LD	Class I	D	1,960	25%	42	2.14%	Yes	10	0.51%	No
	NB	4LD	Class I	D	1,960	25%	13	0.66%	No	42	2.14%	Yes
Big Blue Tr to Forest Hill Blvd	SB	4LD	Class I	D	1,960	15%	25	1.28%	Yes	6	0.31%	No
	NB	4LD	Class I	D	1,960	15%	8	0.41%	No	25	1.28%	Yes
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	Class II	D	1,770	25%	42	2.37%	Yes	10	0.56%	No
	NB	4LD	Class II	D	1,770	25%	13	0.73%	No	42	2.37%	Yes
Greenbrier Blvd to Wellington Tr	SB	4LD	Class I	D	1,960	18%	30	1.53%	Yes	7	0.36%	No
	NB	4LD	Class I	D	1,960	18%	9	0.46%	No	30	1.53%	Yes
Wellington Tr to Paddock Dr	SB	2L	Class I	D	880	5%	8	0.91%	No	2	0.23%	No
	NB	2L	Class I	D	880	5%	3	0.34%	No	8	0.91%	No
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	Class I	D	880	8%	13	1.48%	Yes	3	0.34%	No
	NB	2L	Class I	D	880	8%	4	0.45%	No	13	1.48%	Yes
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	Uninterr.	E	1,440	25%	13	0.90%	No	42	2.92%	Yes
	WB	2L	Uninterr.	E	1,440	25%	42	2.92%	Yes	10	0.69%	No
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	Uninterr.	E	1,440	10%	17	1.18%	Yes	4	0.28%	No
	WB	2L	Uninterr.	E	1,440	10%	5	0.35%	No	17	1.18%	Yes
South Shore Blvd to Project	EB	2L	Class I	E	880	15%	25	2.84%	Yes	6	0.68%	No
	WB	2L	Class I	E	880	15%	8	0.91%	No	25	2.84%	Yes
Project to 120th Ave S	EB	2L	Class I	E	880	10%	5	0.57%	No	17	1.93%	Yes
	WB	2L	Class I	E	880	10%	17	1.93%	Yes	4	0.45%	No
Greenbrier Boulevard												
Aero Club Dr to Wellington Tr	EB	2L	Class I	E	880	3%	5	0.57%	No	1	0.11%	No
	WB	2L	Class I	E	880	3%	2	0.23%	No	5	0.57%	No
Wellington Tr to Greenview Shores Blvd	EB	2L	Class I	D	880	5%	8	0.91%	No	2	0.23%	No
	WB	2L	Class I	D	880	5%	3	0.34%	No	8	0.91%	No
Wellington Trace												
Paddock Dr to Greenview Shores Blvd	EB	2L	Class I	D	880	1%	2	0.23%	No	0	0.00%	No
	WB	2L	Class I	D	880	1%	1	0.11%	No	2	0.23%	No
Greenview Shores Blvd to Big Blue Tr	EB	4LD	Class I	D	1,960	13%	7	0.36%	No	22	1.12%	Yes
	WB	4LD	Class I	D	1,960	13%	22	1.12%	Yes	5	0.26%	No

Adopted Level of Service: LOS "D" other than Equestrian Preserve Area w here LOS "E" applies
Project Impact: Project traffic as a percentage of the adopted service volume
Significant Impact?: Greater or equal to 1% of the adopted service volume

TEST ONE EVALUATION

Part One - Intersections

Test One Part One of the *Traffic Performance Standards* requires analyses of major intersections in each direction on directly accessed links where project traffic is significant. Intersection analyses were performed during the a.m. and p.m. peak hours at the following intersections:

- South Shore Boulevard and Pierson Road, and
- South Shore Boulevard and Greenview Shores Boulevard.

Existing Traffic and Committed Development information was obtained from the *Palm Beach County TPS Database* available through the PBC Traffic Division's Web Site. Traffic from the Professional Center at Wellington was also included at the intersection of Pierson Road and South Shore Boulevard as the TPS Database did not include this information. The traffic study for this project is included in **Appendix C**. This Appendix also includes determination of project traffic within the study area.

Critical Movement Volumes were determined using the procedures included in the "Highway Capacity Manual", TRB Special Report 209. The planning analysis for signalized intersections was utilized. The analyses were performed for future conditions at buildout of the project, year 2016. **Appendix B** presents the determination of turning movements as well as the critical movement analyses.

The critical volume projected for the year 2016 follows:

- South Shore Boulevard & Pierson Road - a.m. 935
- South Shore Boulevard & Pierson Road - p.m. 886
- South Shore Boulevard & Greenview Shores Boulevard - a.m. 749
- South Shore Boulevard & Greenview Shores Boulevard - p.m. 669

In order to meet Part One of Test One, the critical volume at the intersections has to be no larger than 1,400. Therefore, Part One of Test One has been met.

At the request of the Village traffic consultant, operational analyses were performed at the intersection of South Shore Boulevard and Pierson Road to identify geometry requirements. The Highway Capacity Software was used to prepare the analyses and the results are included in **Appendix E**. The percentage for heavy vehicles was increased to

5 to account for horse trailer traffic. The following conditions were analyzed for the a.m. and p.m. peak hours:

1. 2016 Traffic Volumes with Existing Lane Geometry.
2. 2016 Traffic Volumes with Improvements.

The proposed improvements include extending the existing storage lengths as follows: eastbound left turn: 370 feet, and westbound left turn: 280 feet.

The results of the HCS analyses are summarized below:

TABLE 3
PIERSON ROAD & SOUTH SHORE BOULEVARD
HIGHWAY CAPACITY ANALYSES

Scenario	Time Period	Intersection Delay	Level of Service	Storage Length		Queue/Storage Ratio*	
				EB Left	WB Left	EB	WB
Existing Conditions	AM Peak	33.0 sec.	C	70	80	1.0	0.2
	PM Peak	24.9 sec.	C	70	80	1.2	0.3
Extension of Storage Lengths	AM Peak	33.0 sec.	C	**370**	**280**	0.2	0.0
	PM Peak	24.9 sec.	C	**370**	**280**	0.2	0.1

* 95%

TEST ONE EVALUATION

Part Two – Links

Test One Part Two of the Traffic Performance Standards requires analyses of total traffic at buildout of the development for roadway links within the radius of development influence. Total peak-hour/peak-direction traffic shall not exceed the adopted service volume during the buildout period of the project. **Table 4** summarizes total a.m. peak hour traffic at buildout of the project while **Table 5** presents the same information during the p.m. peak hour.

TABLE 4
TEST ONE EVALUATION - PART TWO LINKS
AM PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012	Annual Growth Rate	TPS Committed Developments	Background Traffic 2016	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	759 *	1.0%	12 **	802	16	818	YES
	NB	2LD	880	393 *	1.0%	59 **	468	50	518	YES
Pierson Rd to Project	SB	4LD	1,770	798 *	1.0%	13 **	843	13	856	YES
	NB	4LD	1,770	446 *	1.0%	65 **	529	42	571	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	798 *	1.0%	26 **	856	83	939	YES
	NB	4LD	1,770	446 *	1.0%	130 **	594	26	620	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	1,089	2.9%	0	1,222	42	1,264	YES
	NB	4LD	1,960	638	2.9%	0	716	13	729	YES
Big Blue Tr to Forest Hill Blvd	SB	4LD	1,960	683	5.0%	0	831	25	856	YES
	NB	4LD	1,960	1,068	5.0%	0	1,300	8	1,308	YES
Greenview Shores Boulevard										
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	1,041	1.0%	18	1,101	42	1,143	YES
	NB	4LD	1,770	820	1.0%	3	856	13	869	YES
Greenbrier Blvd to Wellington Tr	SB	4LD	1,960	1,041	1.0%	0	1,083	30	1,113	YES
	NB	4LD	1,960	820	1.0%	0	853	9	862	YES
Big Blue Trace										
South Shore Blvd to Wellington Tr	SB	2L	880	456	1.0%	29	504	13	517	YES
	NB	2L	880	480	1.0%	6	505	4	509	YES
Lake Worth Road										
South Shore Blvd. to 120th Ave S	EB	2L	1,440	577	1.0%	0	600	13	613	YES
	WB	2L	1,440	409	1.0%	0	426	42	468	YES
Pierson Road										
150th Ave S to South Shore Blvd	EB	2L	1,440	212 *	1.0%	0	221	17	238	YES
	WB	2L	1,440	132 *	1.0%	0	137	5	142	YES
South Shore Blvd to Project	EB	2L	880	151 *	1.0%	0	157	25	182	YES
	WB	2L	880	85 *	1.0%	0	88	8	96	YES
Project to 120th Ave S	EB	2L	880	151 *	1.0%	0	157	5	162	YES
	WB	2L	880	85 *	1.0%	0	88	17	105	YES
Wellington Trace										
Greenview Shores Blvd to Big Blue Tr	EB	4LD	1,960	1,062	1.0%	0	1,105	7	1,112	YES
	WB	4LD	1,960	759	1.0%	0	790	22	812	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection
** 85% of Professional Center Traffic (not included in TPS Database)

TABLE 5
TEST ONE EVALUATION - PART TWO LINKS
PM PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012	Annual Growth Rate	TPS Committed Developments	Background Traffic 2016	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	468 *	1.0%	71 **	558	50	608	YES
	NB	2LD	880	703 *	1.0%	29 **	761	11	772	YES
Pierson Rd to Project	SB	4LD	1,770	516 *	1.0%	78 **	615	42	657	YES
	NB	4LD	1,770	804 *	1.0%	31 **	868	10	878	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	516 *	1.0%	160 **	697	19	716	YES
	NB	4LD	1,770	804 *	1.0%	64 **	901	84	985	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	722	2.9%	0	810	10	820	YES
	NB	4LD	1,960	905	2.9%	0	1,016	42	1,058	YES
Big Blue Tr to Forest Hill Blvd	SB	4LD	1,960	1,148	5.0%	0	1,397	6	1,403	YES
	NB	4LD	1,960	1,081	5.0%	0	1,315	25	1,340	YES
Greenview Shores Boulevard										
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	805	1.0%	9	847	10	857	YES
	NB	4LD	1,770	795	1.0%	21	848	42	890	YES
Greenbrier Blvd to Wellington Tr	SB	4LD	1,960	805	1.0%	26	864	7	871	YES
	NB	4LD	1,960	795	1.0%	24	851	30	881	YES
Big Blue Trace										
South Shore Blvd to Wellington Tr	SB	2L	880	609	1.0%	14	648	3	651	YES
	NB	2L	880	481	1.0%	36	537	13	550	YES
Lake Worth Road										
South Shore Blvd. to 120th Ave S	EB	2L	1,440	437	1.0%	0	455	42	497	YES
	WB	2L	1,440	640	1.0%	0	666	10	676	YES
Pierson Road										
150th Ave S to South Shore Blvd	EB	2L	1,440	158 *	1.0%	0	164	4	168	YES
	WB	2L	1,440	202 *	1.0%	0	210	17	227	YES
South Shore Blvd to Project	EB	2L	880	94 *	1.0%	0	98	6	104	YES
	WB	2L	880	191 *	1.0%	0	199	25	224	YES
Project to 120th Ave S	EB	2L	880	94 *	1.0%	0	98	17	115	YES
	WB	2L	880	191 *	1.0%	0	199	4	203	YES
Wellington Trace										
Greenview Shores Blvd to Big Blue Tr	EB	4LD	1,960	970	1.0%	21	1,030	22	1,052	YES
	WB	4LD	1,960	1,142	1.0%	26	1,214	5	1,219	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection
** 85% of Professional Center Traffic (not included in TPS Database)

The following information is presented in the tables:

- Number of Lanes – existing lane geometry.
- Adopted Service Volume – LOS D other than in the Equestrian Preserve Area where the adopted Service Volume corresponds to LOS "E".
- Existing Traffic – 2012 Palm Beach County TPS Database – **Appendix D**.
- Annual Growth Rate – *Palm Beach County TPS Database* – **Appendix D**.
- TPS Committed Developments – *Palm Beach County TPS Database* – **Appendix D**.
- 2016 Background Traffic – existing traffic projected to the year 2016 using the compounded growth rate plus Committed Developments.

- Project Traffic – as presented in Table 2.
- Total Traffic – 2016 background traffic plus project traffic.
- Meets adopted LOS?

As shown in the tables above, all roadway links within the radius of development influence meet adopted service volumes/level of service. Therefore, Part Two of Test One has been met.

It must be noted that there were no counts available for the segments of: South Shore Boulevard between Lake Worth Road and Greenview Shores, and Pierson Road between 150th Avenue and 120th Avenue. The 2012 volumes were obtained from turning movement counts at the intersection of Pierson Road and South Shore Boulevard. These calculations are included in **Appendix D**.

TEST TWO EVALUATION: FIVE YEAR ANALYSIS

Test two of the *Traffic Performance Standards* requires analyses of total traffic at the end of the fifth year of the *Florida Department of Transportation Five Year Transportation Improvement Program* in effect at the time of traffic analysis submittal. This test requires analyses of links and major intersections, as necessary, within or beyond the radius of development influence where a project's traffic is significant.

For Test Two, a project must address only those links 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. **Table 6** presents the determination of roadway links to be included in the Test Two Evaluation.

TABLE 6
STUDY AREA DETERMINATION - TEST TWO

Roadway Link	Direction	Number of Lanes	Class	Adopted Level of Service	Adopted Service Volume	Project Traffic Assignment	AM Peak Hour Project Traffic	AM Peak Hour Project Impact	AM Peak Hour Significant Impact?	PM Peak Hour Project Traffic	PM Peak Hour Project Impact	PM Peak Hour Significant Impact?
South Shore Boulevard												
South of Lake Worth Rd	SB	2L	Class I	E	880	5%	3	0.34%	No	8	0.91%	No
	NB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
Lake Worth Rd to Pierson Rd	SB	2LD	Class I	E	880	30%	16	1.82%	No	50	5.68%	Yes
	NB	2LD	Class I	E	880	30%	50	5.68%	Yes	11	1.25%	No
Pierson Rd to Project	SB	4LD	Class II	E	1,870	25%	13	0.70%	No	42	2.25%	No
	NB	4LD	Class II	E	1,870	25%	42	2.25%	No	10	0.53%	No
Project to Greenview Shores Blvd	SB	4LD	Class II	E	1,870	50%	83	4.44%	Yes	19	1.02%	No
	NB	4LD	Class II	E	1,870	50%	26	1.39%	No	84	4.49%	Yes
Greenview Shores Blvd to Big Blue Tr	SB	4LD	Class I	E	1,960	25%	42	2.14%	No	10	0.51%	No
	NB	4LD	Class I	E	1,960	25%	13	0.66%	No	42	2.14%	No
Big Blue Tr to Forest Hill Blvd	SB	4LD	Class I	E	1,960	15%	25	1.28%	No	6	0.31%	No
	NB	4LD	Class I	E	1,960	15%	8	0.41%	No	25	1.28%	No
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	Class II	E	1,870	25%	42	2.25%	No	10	0.53%	No
	NB	4LD	Class II	E	1,870	25%	13	0.70%	No	42	2.25%	No
Greenbrier Blvd to Wellington Tr	SB	4LD	Class I	E	1,960	18%	30	1.53%	No	7	0.36%	No
	NB	4LD	Class I	E	1,960	18%	9	0.46%	No	30	1.53%	No
Wellington Tr to Paddock Dr	SB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
	NB	2L	Class I	E	880	5%	3	0.34%	No	8	0.91%	No
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	Class I	E	880	8%	13	1.48%	No	3	0.34%	No
	NB	2L	Class I	E	880	8%	4	0.45%	No	13	1.48%	No
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	Uninterr.	E	1,440	25%	13	0.90%	No	42	2.92%	No
	WB	2L	Uninterr.	E	1,440	25%	42	2.92%	No	10	0.69%	No
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	Uninterr.	E	1,440	10%	17	1.18%	No	4	0.28%	No
	WB	2L	Uninterr.	E	1,440	10%	5	0.35%	No	17	1.18%	No
South Shore Blvd to Project	EB	2L	Class I	E	880	15%	25	2.84%	No	6	0.68%	No
	WB	2L	Class I	E	880	15%	8	0.91%	No	25	2.84%	No
Project to 120th Ave S	EB	2L	Class I	E	880	10%	5	0.57%	No	17	1.93%	No
	WB	2L	Class I	E	880	10%	17	1.93%	No	4	0.45%	No
Greenbrier Blvd												
Aero Club Dr to Wellington Tr	EB	2L	Class I	E	880	3%	5	0.57%	No	1	0.11%	No
	WB	2L	Class I	E	880	3%	2	0.23%	No	5	0.57%	No
Wellington Tr to Greenview Shores Blvd	EB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
	WB	2L	Class I	E	880	5%	3	0.34%	No	8	0.91%	No
Wellington Trace				E								
Paddock Dr to Greenview Shores Blvd	EB	2L	Class I		880	1%	2	0.23%	No	0	0.00%	No
	WB	2L	Class I	E	880	1%	1	0.11%	No	2	0.23%	No
Greenview Shores Blvd to Big Blue Tr	EB	4LD	Class I	E	1,960	13%	7	0.36%	No	22	1.12%	No
	WB	4LD	Class I	E	1,960	13%	22	1.12%	No	5	0.26%	No

Adopted Level of Service: LOS "E"
Project Impact: Project traffic as a percentage of the adopted service volume
Significant Impact?: Greater or equal to 3% of the adopted service volume

As presented in the table above, segments of South Shore Boulevard need to be analyzed for purposes of Test 2. **Table 7** summarizes evaluation of Test 2 during the a.m. and p.m. peak hours.

TABLE 7
TEST TWO EVALUATION - FIVE YEAR STANDARD
PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012	Annual Growth Rate	TPS Committed Developments	Background Traffic 2017	Project Traffic	Total Traffic 2017	Meets Adopted LOS?
AM PEAK HOUR										
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	759 *	1.0%	12	810	16	826	YES
	NB	2LD	880	393 *	1.0%	59	472	50	522	YES
Project to Greenview Shores Blvd	SB	4LD	1,870	798 *	1.0%	26	865	83	948	YES
	NB	4LD	1,870	446 *	1.0%	130	599	26	625	YES
PM PEAK HOUR										
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	468 *	1.0%	71	563	50	613	YES
	NB	2LD	880	703 *	1.0%	29	768	11	779	YES
Project to Greenview Shores Blvd	SB	4LD	1,870	516 *	1.0%	160	702	19	721	YES
	NB	4LD	1,870	804 *	1.0%	64	909	84	993	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection

As shown in the table above, all roadway segments are projected to meet the adopted service volume/level of service in the year 2017. Therefore, Test Two has been met.

EVALUATION OF DRIVEWAYS

Figure 3 presents project traffic at driveways during both the a.m. and p.m. peak hours.

Palm Beach County has the following requirements:

- 75 vehicles or more turning right into a driveway – requires exclusive right-turn lane;
- 30 vehicles or more turning left into a driveway – requires exclusive left-turn lane.

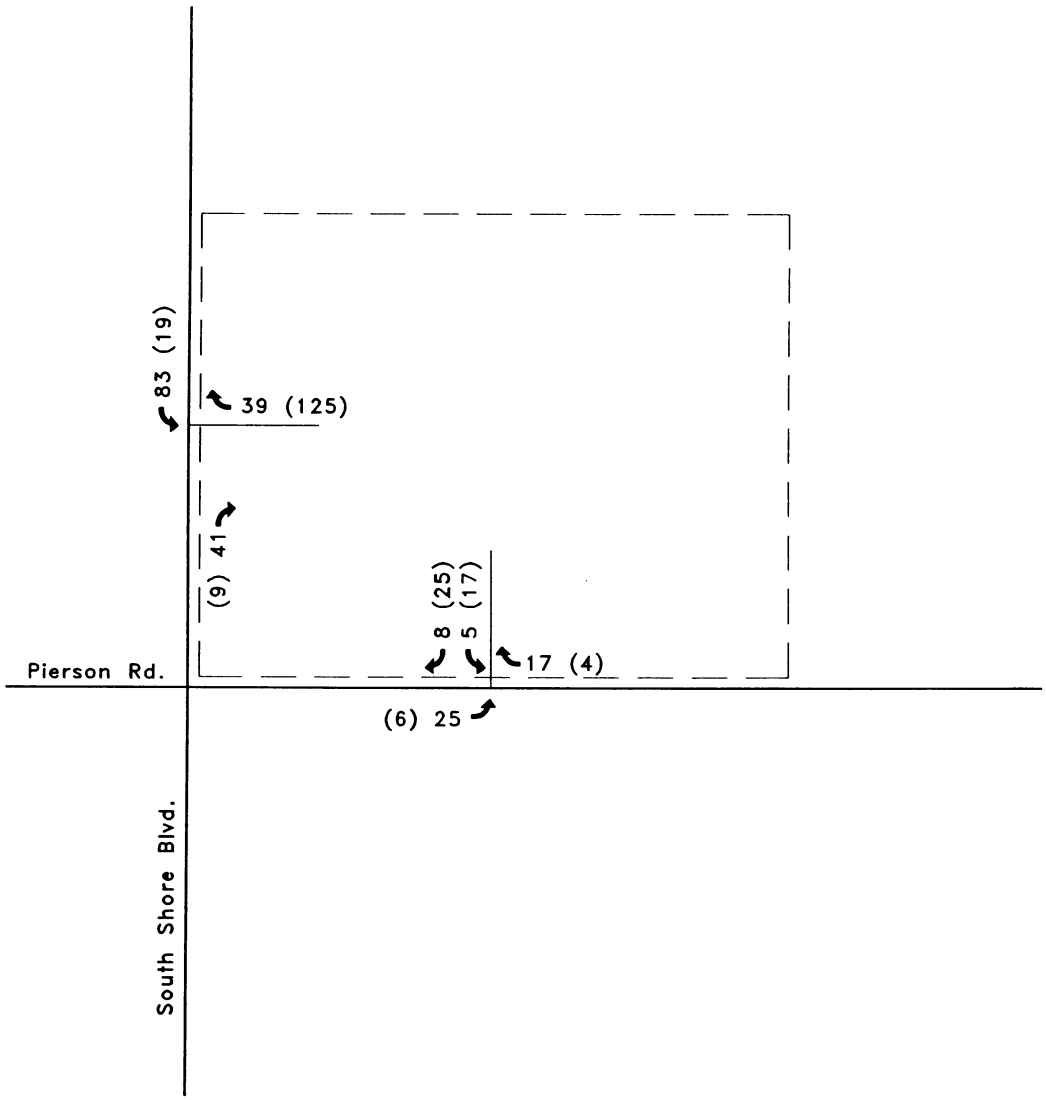
Based on these requirements and the turning movements presented in Figure 3, an exclusive left-turn lane is required along South Shore Boulevard at the southern project driveway. There is an existing left-turn lane at this location with approximately 285 feet of storage. Future turning movements at this location have been estimated as follows:

- AM Peak Hour: 33 vehicles from Professional Center (U-Turns) plus 83 vehicles from Equestrian Village for a total of 116.
- PM Peak Hour: 228 vehicles from Professional Center (U-Turns) plus 19 vehicles from Equestrian Village for a total of 247.

Based on Palm Beach County standards, a left-turn lane serving 241 to 270 vehicles per hour in a street with speed limit of 40 mph, needs 360 feet of storage. Therefore, the existing left-turn lane needs to be extended approximately 75 feet.

U-Turns are expected at the intersection of South Shore Boulevard and Greenview Shores Boulevard. 25% of the traffic leaving the site will exit northbound to South Shore Boulevard to then perform a U-turn at the intersection with Greenview Shores Boulevard and continue southbound on South Shore Boulevard. These vehicles are included in the intersection analysis of South Shore Blvd. & Greenview Shores Blvd. An operational analysis was also prepared at this intersection during the p.m. peak hour, due to the high volume of eastbound left-turn vehicles. The existing storage for this movement is approximately 785 feet. As shown in the analysis, included in **Appendix E**, this volume can be accommodated with 410 feet of storage.

There is sufficient space along South Shore Boulevard to increase the left-turn lane into the project and decrease the eastbound left-turn lanes at South Shore Boulevard and Greenview Shores Boulevard. However, these improvements are not recommended at this time. Monitoring of the project driveway along South Shore Boulevard is recommended to determine if, and when, improvements are necessary.



LEGEND:

25 A.M. Peak Hour Volume
(6) P.M. Peak Hour Volume

Figure 3: Driveway Volumes
Equestrian Village

N

N.T.S.

MTP Group, Inc.
8401 Lake Worth Rd, Suite 231
Lake Worth FL 33467
Phone: (561) 795-0678
www.mtpgroup.net

CONCLUSIONS

The Equestrian Village is a proposed development to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington. The proposed development is to include 352 stable stalls and a commercial equestrian arena complex. The project is expected to be built by the year 2016.

The proposed development has the potential to generate 218 net new trips during the a.m. and 205 net new trips during the p.m. peak hour. This project has been evaluated following the procedures established in the *Palm Beach County and Wellington Traffic Performance Standards*. The results of the evaluation follow:

Test One – Part One

Intersections analyzed as part of this test meet the adopted level of service. The following improvements are recommended:

- ***Intersection of South Shore Boulevard & Pierson Road*** – Extend the eastbound left-turn storage length to 370 feet and the westbound left-turn storage length to 280 feet.

Test One – Part Two

Roadway links significantly impacted by project traffic meet the adopted peak-hour/peak-direction service volume. Therefore, this test has been met.

Test Two – Five Year Analysis

Roadway links analyzed meet the adopted peak-hour/peak direction service volume. Therefore, Test Two has been met.

The analysis has demonstrated that the proposed **Equestrian Village** is in compliance with both *Palm Beach County and Wellington Traffic Performance Standards* and should be approved.

Modifications to left-turn storage lengths along South Shore Boulevard at the project driveway and at the intersection of Greenview Shores Boulevard have also been identified. Monitoring of the project driveway along South Shore Boulevard is recommended to determine if, and when, improvements are necessary.

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Telephone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

June 19, 2013

Michael Stone, President
Equestrian Sport Productions, LLC
14440 Pierson Road
Wellington, Florida 33414

Re: **Equestrian Village**
Peak Event Traffic Evaluation

Dear Mr. Stone:

Equestrian Village is a proposed development to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington. The proposed development, which is to include 300 stable stalls and a commercial equestrian arena complex, is expected to be built by the year 2016.

Access to the site will be provided through driveways along Pierson Road and South Shore Boulevard. A full access driveway is proposed on Pierson Road. Access on South Shore Boulevard is through an existing right-turn-in/left-turn-in/right-turn-out driveway. A reduced copy of the preliminary site plan is presented in ***Appendix A***.

As indicated above, the project contains 300 stable stalls and a commercial equestrian arena complex. The complex is to include an outdoor derby arena, a main outdoor and open-air equestrian arena, multiple open-air secondary equestrian rings, a covered arena/equestrian ring, an equestrian show office, accessory equestrian structures, temporary event seating, and an event kitchen, and temporary banquet hall (tent).

The commercial equestrian arena will be utilized primarily for Dressage Equestrian Competitions with equestrian competitions within the equestrian show rings during weekdays. This complex will also host larger evening events which will attract a significant amount of spectators. These events are expected during the weekends or on a Friday evening typically starting at 7:30 p.m. or later.

Per your request, we have prepared this traffic study to determine and evaluate traffic conditions during a larger evening event or a "peak event". Information about characteristics of these events has been provided by the owner/operator. These events are expected to occur during peak season (mid December to April) either on Friday or Saturday evenings, typically starting around 7:30 p.m. and ending around 9:30 p.m.

The following users are expected at the equestrian complex during a peak event:

- Spectators: The majority would likely arrive within an hour of the beginning of the event and leave immediately following the event. Therefore, it is assumed that the peak periods of the event would be:

  - between 6:30 and 7:30 p.m. on a Friday or Saturday (spectators arriving), and
  - between 9:30 and 10:30 p.m. on a Friday or Saturday (spectators departing).

  A maximum of 3,000 spectators can be accommodated within the equestrian complex. This analysis evaluates a worst case scenario with 3,000 spectators.

- Staff/Officials: The event operators will maintain both staff members and officials on-site during the equestrian events in addition to the support staff for the stabling facilities.

The trip generation characteristics of the proposed development have been determined using information provided by the owner/operator and is summarized in the following table:

TRIP GENERATION

Land Use	Amount	6:30 to 7:30 p.m.			9:30 to 10:30 p.m.		
		Total	In	Out	Total	In	Out
Stables	300	48	34	14	37	4	33
Event Spectators	3,000	1,200	1,200	0	1,200	0	1,200
Staff - Officials	50	40	36	4	40	2	38
Net Traffic		*1,288*	*1,270*	*18*	*1,277*	*6*	*1,271*

Trip Generation Rates

Land Use	ITE Code	6:30 to 7:30 p.m.			9:30 to 10:30 p.m.		
		Total	In	Out	Total	In	Out
Stables	PBC*	0.16	70%	30%	0.123	10%	90%
Event Spectators	**	0.40	100%	0%	0.40	0%	100%
Staff - Officials	Assumed	0.80	90%	10%	0.80	5%	95%

* Peak Hour Factors from PBC - Directional splits have been revised

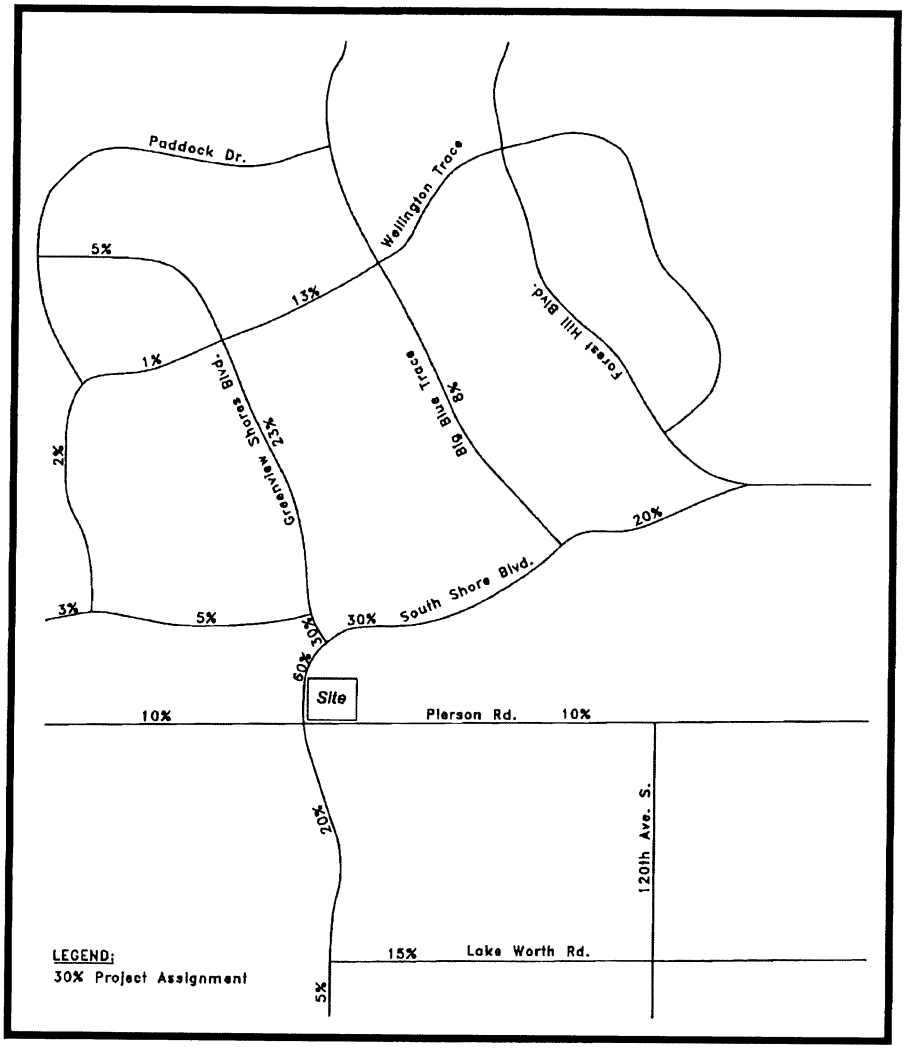
** Trip Generation for Spectators

Spectators during peak events :	3,000
Vehicle occupancy:	2.5
Total vehicles:	1,200
Total Traffic:	2,400
Daily Trip Gen. Rate:	1
6:30 to 7:30 p.m.:	1,200
Directional Split In-Out:	100% - 0%
PM Peak Hour:	1,200
Directional Split In-Out:	0% - 100%

Independent Variable:
Stable: Stalls

As presented above, the proposed Equestrian Village has the potential to generate approximately 1,300 peak hour trips during the expected peak hours of the peak event which will occur during a Friday or Saturday evening.

The majority of the traffic attending peak events is expected to originate within Wellington (about 70%). Traffic assignment is depicted in the following figure:



Traffic volumes have been obtained from Palm Beach County Traffic Division and are included in ***Appendix B***.

The study area is comprised by the following roadways:

- South Shore Boulevard from Lake Worth Road to Big Blue Trace;
- Greenview Shore from South Shore Blvd to Greenbriar Blvd;
- Pierson Rd from 105th Avenue to 120th Avenue

The following tables present traffic volumes during peak periods of peak events. These volumes have been projected to the year 2016 using a compounded annual growth rate of 1%. Traffic generated by peak events has been added to these volumes to estimate total traffic in the year 2016.

It must be noted that "existing traffic" represents weekday traffic as weekend traffic was not available. This analysis is conservative as weekend traffic is likely to be lower than weekly traffic.

Peak Event Evaluation
Friday/Saturday 6:30 to 7:30 p.m.

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2013	Annual Growth Rate	Background Traffic 2016	Project Traffic Assignment	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	335	1.0%	345	20%	4	349	YES
	NB	2LD	880	522	1.0%	538	20%	254	792	YES
Pierson Rd to Project	SB	4LD	1,770	335	1.0%	345	23%	4	349	YES
	NB	4LD	1,770	522	1.0%	538	23%	292	830	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	335	1.0%	345	60%	762	1,107	YES
	NB	4LD	1,770	522	1.0%	538	60%	11	549	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	570	1.0%	587	30%	381	968	YES
	NB	4LD	1,960	646	1.0%	666	30%	5	671	YES
Greenview Shores Boulevard										
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	533	1.0%	549	30%	381	930	YES
	NB	4LD	1,770	596	1.0%	614	30%	5	619	YES
Pierson Road										
150th Ave S to South Shore Blvd	EB	2L	1,440	128 *	1.0%	133	10%	127	260	YES
	WB	2L	1,440	126 *	1.0%	131	10%	2	133	YES
South Shore Blvd to Project	EB	2L	880	95 *	1.0%	99	7%	89	188	YES
	WB	2L	880	93 *	1.0%	97	7%	1	98	YES
Project to 120th Ave S	EB	2L	880	95 *	1.0%	99	10%	2	101	YES
	WB	2L	880	93 *	1.0%	97	10%	127	224	YES

* Traffic Volume obtained from Intersection Counts at the Pierson Rd/South Shore Blvd intersection in 2012

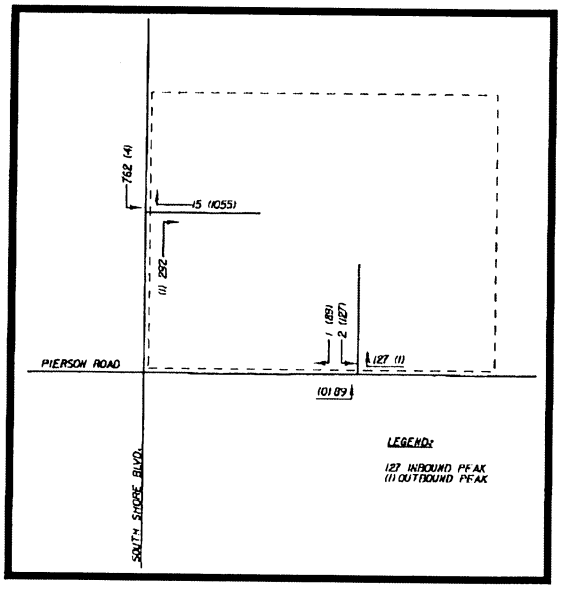
Peak Event Evaluation
Friday/Saturday 9:30 to 10:30 p.m.

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2013	Annual Growth Rate	Background Traffic 2016	Project Traffic Assignment	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	111	1.0%	114	20%	254	368	YES
	NB	2LD	880	150	1.0%	155	20%	1	156	YES
Pierson Rd to Project	SB	4LD	1,770	111	1.0%	114	23%	292	406	YES
	NB	4LD	1,770	150	1.0%	155	23%	1	156	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	111	1.0%	114	60%	4	118	YES
	NB	4LD	1,770	150	1.0%	155	60%	763	918	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	178	1.0%	183	30%	2	185	YES
	NB	4LD	1,960	186	1.0%	192	30%	381	573	YES
Greenview Shores Boulevard										
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	188	1.0%	194	30%	2	196	YES
	NB	4LD	1,770	169	1.0%	174	30%	381	555	YES
Pierson Road										
150th Ave S to South Shore Blvd	EB	2L	1,440	29 *	1.0%	30	10%	1	31	YES
	WB	2L	1,440	23 *	1.0%	24	10%	127	151	YES
South Shore Blvd to Project	EB	2L	880	21 *	1.0%	22	7%	0	22	YES
	WB	2L	880	17 *	1.0%	18	7%	89	107	YES
Project to 120th Ave S	EB	2L	880	21 *	1.0%	22	10%	127	149	YES
	WB	2L	880	17 *	1.0%	18	10%	1	19	YES

* Traffic Volume obtained from Intersection Counts at the Pierson Rd/South Shore Blvd intersection in 2012

As presented in the tables above, all roadways are projected to maintain its adopted level of service during peak periods of peak events.

The following figure presents project traffic at driveways during both peak hours during a peak event (between 6:30 and 7:30 p.m. and between 9:30 and 10:30 p.m.).



There is an existing left-turn lane southbound on South Shore Boulevard at the project driveway with approximately 285 feet of storage. The developer is also proposing a left-turn lane eastbound on Pierson Road at the project driveway with 280 feet of storage. Given the substantial amount of traffic projected to be generated during a peak event (with 3,000 spectators) and the frequency these events will occur, driveway and/or roadway improvements are not recommended. However, it is recommended police officers control traffic during these peak periods of peak events at both driveways to:

- ensure through traffic is not impacted by event traffic,
- direct event traffic, and
- ensure event traffic is orderly moving to its destination.

As presented in the tables above, there is sufficient capacity in the adjacent roadways to accommodate additional traffic generated during these events.

In order to properly evaluate traffic impact during peak events, intersection analyses will be prepared at the following locations:

- South Shore Boulevard and Pierson Road,
- South Shore Boulevard and Greenview Shores Boulevard, and
- Lake Worth Road and South Shore Boulevard.

We are currently in the process of collecting turning movements at the intersections. Since they will be collected during the weekend, we will perform the analyses and submit them early next week.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

Sincerely,

MTR GROUP, INC.

MARIA M. TEJERA
LICENSE
No. 44095
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

, 2013

María M. Tejera, P.E.
President

Florida Registration Number 44095
Certificate of Authorization Number 6585

Appendices

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APPENDIX A

Preliminary Site Plan

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Phone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

SITE DATA

PETITION NUMBER		2013-______
NAME OF PROJECT		EQUESTRIAN VILLAGE
PROPOSED USE		
EXISTING FUTURE LAND USE DESIGNATION		COMMERCIAL RECREATION
PROPOSED FUTURE LAND USE DESIGNATION		COMMERCIAL RECREATION
EXISTING ZONING DISTRICT		PUD/EOZD
PROPOSED ZONING DISTRICT		PUD/EOZD
SECTION 16, TOWNSHIP 44, RANGE 41 EAST		
TOTAL SITE AREA		59.37 AC
PROPERTY CONTROL NUMBERS		73414416000005040 73414416000005030 73414416000005050 73414416000005060 73414416000005070

BUILDING	ENCLOSED FLOOR AREA	BUILDING AREA
TIKI HUT	0 SF	1,450 SF
VIP BUILDING:		
KITCHEN/TOWER/RESTROOMS	15,160 SF	20,400 SF
TEMP. BANQUET HALL (14,600 SF OPEN AIR)	0 SF	
BARN 1 (96 STALLS)	0 SF	19,698 SF
BARN 2 (96 STALLS)	0 SF	19,698 SF
BARN 3 (96 STALLS)	0 SF	19,698 SF
SHOW OFFICE	1,242 SF	1,242 SF
HORSE WASH FACILITY/RESTROOM 1	680 SF	1,715 SF
HORSE WASH FACILITY/RESTROOM 2	680 SF	1,715 SF
MANURE BINS	0 SF	1,600 SF
COVERED EQUESTRIAN RING (210'X360')	0 SF	80,400 SF
CELL TOWER FACILITY	717 SF	717 SF
TEMPORARY STABLES	0 SF	19,778 SF
TOTAL	18,479 SF	188,111 SF

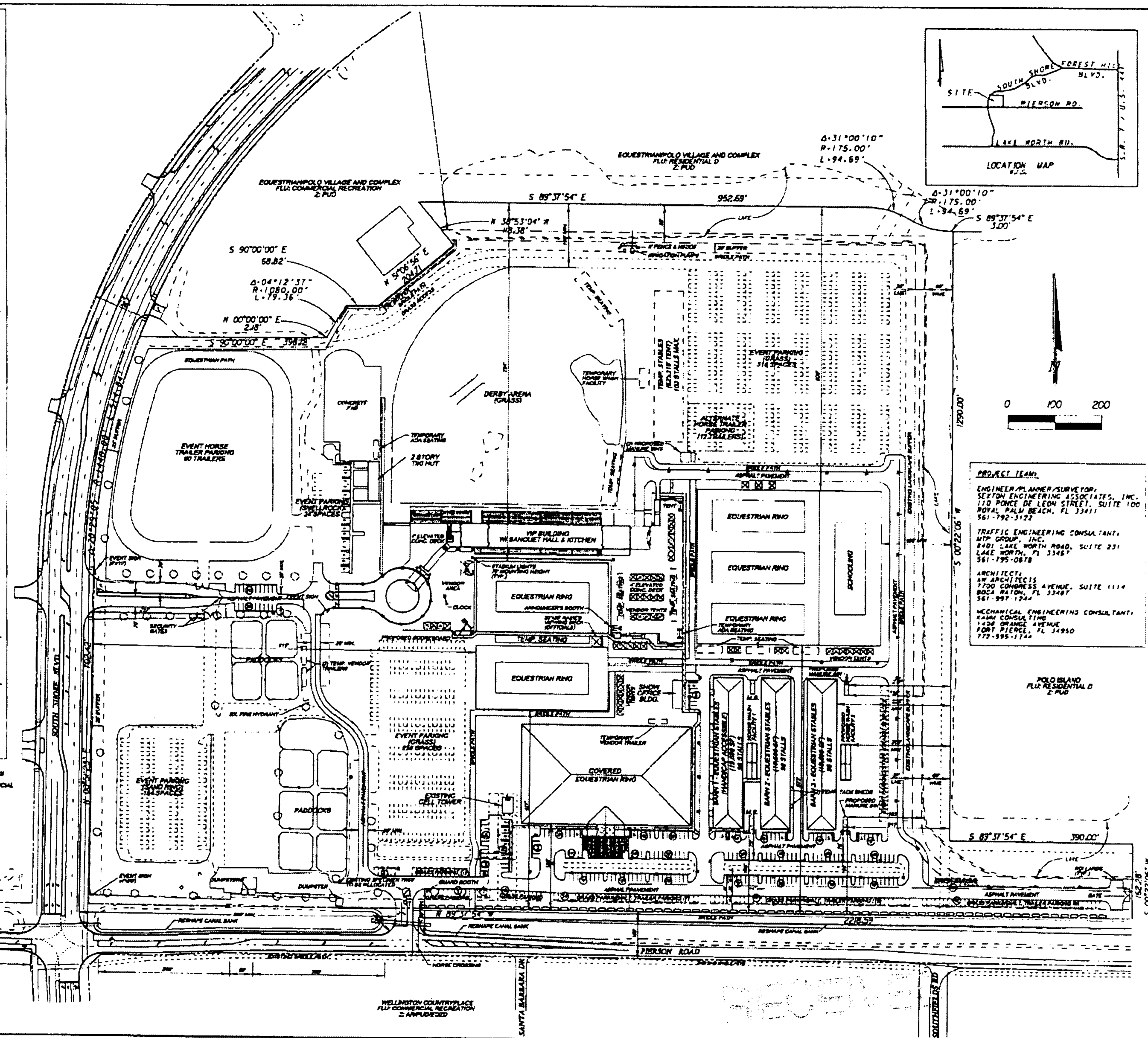
FAR - ENCLOSED FLOOR AREA / (TOTAL SITE AREA x 43,560)		
ENCLOSED FLOOR AREA	18,479 SF	
FLOOR AREA RATIO (0.10 MAX.)	0.01	
BUILDING COVERAGE - BUILDING AREA / (TOTAL SITE AREA x 43,560)		
BUILDING AREA		188,111 SF
BUILDING COVERAGE (10% MAX.)		7.3%
TEMPORARY SEATING (SPECIAL EVENTS)		3,000 SEATS MAX.
IMPERVIOUS AREA		13.04 AC
BUILDINGS		4.30 AC
PAVEMENT/CONCRETE		8.10 AC
PERMANENT GRASS PARKING		0.64 AC
PERVIOUS AREA		46.33 AC
BUILDING HEIGHT		
EQUESTRIAN STABLES		35' MAX
COVERED-EQUESTRIAN RING		35' MAX
FINISHED FLOOR ELEVATION		17.50 FT NGVD MIN

PARKING CALCULATIONS:

	MIN. STANDARD	QUANTITY	REQUIRED
VIP BUILDING	1 SP/300 SF	20,400 SF	68
EVENT STAFF/OFFICIALS	1 SP/EMP.	30 EMP.	30
SHOW OFFICE/RESTROOMS	1 SP/300 SF	2,602 SF	9
PERMANENT STALLS	1 SP/3 STALLS	288 STALLS	96
TEMPORARY STALLS	1 SP/3 STALLS	100 STALLS	34
TEMPORARY EVENT SEATING	1 SP/4 SEATS	3,000 SEATS	750
TOTAL			987
HANDICAP			20

PARKING PROVIDED:

PERMANENT:	
PAVED PARKING	213
GRASS PARKING (BARNS)	168
SUBTOTAL	381
TEMPORARY:	
SHELLROCK EVENT PARKING	24
SAND RING EVENT PARKING	154
GRASS EVENT PARKING	788
SUBTOTAL	966
TOTAL SPACES PROVIDED	1,347
HANDICAP PROVIDED	27
ALTERNATE TRAILER PARKING PROVIDED	98



PROJECT TEAM:

ENGINEER/PLANNER/SURVEYOR:
SEXTON ENGINEERING ASSOCIATES, INC.
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FL 33411
561-792-3122

TRAFFIC ENGINEERING CONSULTANT:
MTP GROUP, INC.
8401 LAKE WORTH ROAD, SUITE 231
LAKE WORTH, FL 33467
561-795-0878

ARCHITECT:
AW ARCHITECTS
7700 CONGRESS AVENUE, SUITE 1114
BOCA RATON, FL 33487
561-997-1744

MECHANICAL ENGINEERING CONSULTANT:
KAMM CONSULTING
1436 ORANGE AVENUE
FORT PIERCE, FL 34950
772-595-1744

REVISIONS			
NO.	DATE	BY	DESCRIPTION

EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

COMMERCIAL EQUESTRIAN ARENA
SITE PLAN

PROJ. NO.	1428T21	DATE	06/17/2013
SCALE	1" = 100'	SHEET	1 OF 2

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JUN 20 2013

APPENDIX B

Traffic Volumes

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 25-Feb-13
Site Code: 3429
Station ID: RVA
SOUTH SHORE DR 700'W OF BIG BLUE TRACE

Latitude: 0' 0.000 Undefined

Start Time	25-Feb-13 Mon	E/A Morning	E/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	W/A Morning	W/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	149			7	181			11	330
12:15		7	157			9	168			16	325
12:30		12	168			10	162			22	330
12:45		4	171	27	645	4	169	30	680	8	340
01:00		4	157			5	161			9	318
01:15		1	152			2	161			3	313
01:30		5	167			8	143			13	310
01:45		4	184	14	660	4	137	19	602	8	321
02:00		4	172			1	166			5	338
02:15		1	165			2	190			3	355
02:30		5	***169***			2	173			7	342
02:45		2	***241***	12	747	1	180	6	709	3	***421***
03:00		1	***241***			1	223			2	***464***
03:15		1	***202***			3	215			4	***417***
03:30		0	168			2	187			2	***355***
03:45		0	203	2	814	3	185	9	810	3	388
04:00		2	174			1	***204***			3	378
04:15		4	227			3	***209***			7	436
04:30		7	179			3	***254***			10	433
04:45		8	190	21	770	5	***206***	12	873	13	396
05:00		8	169			6	168			14	337
05:15		15	155			7	184			22	339
05:30		21	164			14	200			35	364
05:45		36	207	80	695	15	177	42	729	51	384
06:00		50	167			21	205			71	372
06:15		68	202			25	173			93	375
06:30		97	157			35	186			132	343
06:45		220	171	435	697	55	159	136	723	275	330
07:00		***296***	131			120	132			***416***	263
07:15		***256***	111			153	169			***409***	280
07:30		***263***	110			147	141			***410***	251
07:45		***276***	104	1091	456	161	109	581	551	***437***	213
08:00		216	78			196	117			412	195
08:15		206	98			138	90			344	188
08:30		191	99			130	83			321	182
08:45		189	83	802	358	137	73	601	363	326	156
09:00		167	88			151	70			318	158
09:15		195	63			133	72			328	135
09:30		214	59			127	60			341	119
09:45		173	37	749	247	153	52	564	254	326	89
10:00		142	39			131	36			273	75
10:15		166	43			145	38			311	81
10:30		160	28			131	22			291	50
10:45		152	15	620	125	160	12	567	108	312	27
11:00		125	22			***153***	15			278	37
11:15		141	10			***164***	7			305	17
11:30		135	8			***179***	15			314	23
11:45		151	9	552	49	***183***	11	679	48	334	20
Total		4405	6263			3246	6450			7651	12713
Percent		41.3%	58.7%			33.5%	66.5%			37.6%	62.4%
Combined Total		10668				9696				20364	
Peak		07:00	02:30			11:00	04:00			07:00	02:45
Vol.		1091	853			679	873			1672	1657
P.H.F.		0.921	0.885			0.866	0.859			0.957	0.893

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 25-Feb-13
Site Code: 3429
Station ID: RVA
SOUTH SHORE DR 700'W OF BIG BLUE TRACE

Latitude: 0' 0.000 Undefined

Start Time	26-Feb-13 Tue	E/A Morning	E/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	W/A Morning	W/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	*			7	*			11	*
12:15		7	*			9	*			16	*
12:30		12	*			10	*			22	*
12:45		4	*	27	0	4	*	30	0	8	*
01:00		4	*			5	*			9	*
01:15		1	*			2	*			3	*
01:30		5	*			8	*			13	*
01:45		4	*	14	0	4	*	19	0	8	*
02:00		4	*			1	*			5	*
02:15		1	*			2	*			3	*
02:30		5	*			2	*			7	*
02:45		2	*	12	0	1	*	6	0	3	*
03:00		1	*			1	*			2	*
03:15		1	*			3	*			4	*
03:30		0	*			2	*			2	*
03:45		0	*	2	0	3	*	9	0	3	*
04:00		2	*			1	*			3	*
04:15		4	*			3	*			7	*
04:30		7	*			3	*			10	*
04:45		8	*	21	0	5	*	12	0	13	*
05:00		8	*			6	*			14	*
05:15		15	*			7	*			22	*
05:30		21	*			14	*			35	*
05:45		36	*	80	0	15	*	42	0	51	*
06:00		50	*			21	*			71	*
06:15		68	*			25	*			93	*
06:30		97	*			35	*			132	*
06:45		220	*	435	0	55	*	136	0	275	*
07:00		***296***	*			120	*			***416***	*
07:15		***256***	*			***153***	*			***409***	*
07:30		***263***	*			***147***	*			***410***	*
07:45		***276***	*	1091	0	***161***	*	581	0	***437***	*
08:00		216	*			***196***	*			412	*
08:15		206	*			138	*			344	*
08:30		191	*			130	*			321	*
08:45		189	*	802	0	137	*	601	0	326	*
09:00		167	*			151	*			318	*
09:15		195	*			133	*			328	*
09:30		214	*			127	*			341	*
09:45		173	*	749	0	153	*	564	0	326	*
10:00		142	*			131	*			273	*
10:15		166	*			145	*			311	*
10:30		158	*			128	*			286	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		3699	0			2404	0			6103	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Combined Total		3699				2404				6103	
Peak		07:00				07:15				07:00	
Vol.		1091				657				1672	
P.H.F.		0.921				0.838				0.957	
Total		8104	6263			5650	6450			13754	12713
Percent		56.4%	43.6%			46.7%	53.3%			52.0%	48.0%

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 27-Feb-13
Site Code: 3432
Station ID: RVA
GREENVIEW SHORES 400'S OF WELLINGTON TRACE
Latitude: 0' 0.000 Undefined

Start Time	27-Feb-13 Wed	N/A		Hour Totals		S/A		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	116			10	124			26	240
12:15		14	154			11	131			25	285
12:30		7	128			4	148			11	276
12:45		1	127	38	525	7	136	32	539	8	263
01:00		4	151			8	173			12	324
01:15		2	136			10	165			12	301
01:30		4	172			2	150			6	322
01:45		4	121	14	580	1	148	21	636	5	269
02:00		6	140			6	120			12	260
02:15		6	150			1	152			7	302
02:30		7	149			6	139			13	288
02:45		5	172	24	611	3	225	16	636	8	397
03:00		3	209			0	279			3	488
03:15		3	139			3	202			6	341
03:30		5	166			4	142			9	308
03:45		1	150	12	664	4	196	11	819	5	346
04:00		3	144			3	188			6	332
04:15		6	179			2	181			8	360
04:30		8	154			9	193			17	347
04:45		12	138	29	615	3	187	17	749	15	325
05:00		11	***182***			17	***240***			28	***422***
05:15		19	***170***			23	***186***			42	***356***
05:30		35	***202***			21	***253***			56	***455***
05:45		56	***183***	121	737	35	***215***	96	894	91	***398***
06:00		60	167			47	198			107	365
06:15		79	168			52	168			131	336
06:30		134	133			89	144			223	277
06:45		***239***	161	512	629	146	182	334	692	***385***	343
07:00		***370***	109			***236***	141			***606***	250
07:15		***293***	130			***323***	129			***616***	259
07:30		***147***	91			***189***	144			***336***	235
07:45		166	97	976	427	***164***	77	912	491	330	174
08:00		162	94			151	119			313	213
08:15		115	82			137	101			252	183
08:30		145	86			124	97			269	183
08:45		135	76	557	338	141	95	553	412	276	171
09:00		154	68			140	107			294	175
09:15		193	57			131	50			324	107
09:30		119	60			107	42			226	102
09:45		115	42	581	227	119	42	497	241	234	84
10:00		85	50			100	45			185	95
10:15		100	36			110	40			210	76
10:30		99	27			81	28			180	55
10:45		87	27	371	140	96	22	387	135	183	49
11:00		92	22			92	24			184	46
11:15		105	21			117	19			222	40
11:30		95	12			132	14			227	26
11:45		134	12	426	67	132	11	473	68	266	23
Total		3661	5560			3349	6312			7010	11872
Percent		39.7%	60.3%			34.7%	65.3%			37.1%	62.9%
Combined Total		9221				9661				18882	
Peak		06:45	05:00			07:00	05:00			06:45	05:00
Vol.		1049	737			912	894			1943	1631
P.H.F.		0.709	0.912			0.706	0.883			0.789	0.896

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 27-Feb-13
Site Code: 3432
Station ID: RVA
GREENVIEW SHORES 400'S OF WELLINGTON TRACE
Latitude: 0' 0.000 Undefined

Start Time	28-Feb-13 Thu	N/A Morning	N/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	S/A Morning	S/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	*			10	*			26	*
12:15		14	*			11	*			25	*
12:30		7	*			4	*			11	*
12:45		1	*	38	0	7	*	32	0	8	*
01:00		4	*			8	*			12	*
01:15		2	*			10	*			12	*
01:30		4	*			2	*			6	*
01:45		4	*	14	0	1	*	21	0	5	*
02:00		6	*			6	*			12	*
02:15		6	*			1	*			7	*
02:30		7	*			6	*			13	*
02:45		5	*	24	0	3	*	16	0	8	*
03:00		3	*			0	*			3	*
03:15		3	*			3	*			6	*
03:30		5	*			4	*			9	*
03:45		1	*	12	0	4	*	11	0	5	*
04:00		3	*			3	*			6	*
04:15		6	*			2	*			8	*
04:30		8	*			9	*			17	*
04:45		12	*	29	0	3	*	17	0	15	*
05:00		11	*			17	*			28	*
05:15		19	*			23	*			42	*
05:30		35	*			21	*			56	*
05:45		56	*	121	0	35	*	96	0	91	*
06:00		60	*			47	*			107	*
06:15		79	*			52	*			131	*
06:30		134	*			89	*			223	*
06:45		***239***	*	512	0	146	*	334	0	***385***	*
07:00		***370***	*			***236***	*			***606***	*
07:15		***293***	*			***323***	*			***616***	*
07:30		***147***	*			***189***	*			***336***	*
07:45		166	*	976	0	***164***	*	912	0	330	*
08:00		162	*			151	*			313	*
08:15		115	*			137	*			252	*
08:30		145	*			124	*			269	*
08:45		135	*	557	0	141	*	553	0	276	*
09:00		154	*			140	*			294	*
09:15		193	*			131	*			324	*
09:30		119	*			107	*			226	*
09:45		95	*	561	0	97	*	475	0	192	*
10:00		*	*			*	*			*	*
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		2844	0			2467	0			5311	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Combined Total		2844				2467				5311	
Peak		06:45				07:00				06:45	
Vol.		1049				912				1943	
P.H.F.		0.709				0.706				0.789	
Total		6505	5560			5816	6312			12321	11872
Percent		53.9%	46.1%			48.0%	52.0%			50.9%	49.1%

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 25-Feb-13
Site Code: 3446
Station ID: RVA
SOUTH SHORE BL 500'N OF SOUTHFIELDS

Latitude: 0' 0.000 Undefined

Start Time	25-Feb-13 Mon	N/A Morning	N/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	S/A Morning	S/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	103			17	112			25	215
12:15		6	109			9	105			15	214
12:30		3	121			11	98			14	219
12:45		6	90	23	423	8	117	45	432	14	207
01:00		1	92			11	108			12	200
01:15		2	108			3	105			5	213
01:30		3	83			6	110			9	193
01:45		2	93	8	376	2	91	22	414	4	184
02:00		2	124			3	111			5	235
02:15		1	117			2	129			3	246
02:30		1	120			2	118			3	238
02:45		0	143	4	504	3	142	10	500	3	285
03:00		1	***166***			3	130			4	296
03:15		1	***163***			1	144			2	307
03:30		5	***141***			5	136			10	277
03:45		5	***146***	12	616	1	154	10	564	6	***300***
04:00		4	139			1	192			5	***331***
04:15		4	147			2	183			6	***330***
04:30		9	147			3	156			12	***303***
04:45		14	105	31	538	2	179	8	710	16	284
05:00		19	134			2	***176***			21	310
05:15		31	121			11	***168***			42	289
05:30		41	101			11	***205***			52	306
05:45		40	126	131	482	20	***190***	44	739	60	316
06:00		80	101			23	167			103	268
06:15		97	82			34	155			131	237
06:30		114	103			52	149			166	252
06:45		180	99	471	385	83	143	192	614	263	242
07:00		192	69			100	123			292	192
07:15		221	64			122	107			343	171
07:30		182	78			134	96			316	174
07:45		166	59	761	270	123	85	479	411	289	144
08:00		***214***	57			125	70			***339***	127
08:15		***214***	58			114	64			***328***	122
08:30		***201***	71			136	68			***337***	139
08:45		***175***	58	804	244	***162***	67	537	269	***337***	125
09:00		158	49			***134***	56			292	105
09:15		162	47			***125***	67			287	114
09:30		134	34			***147***	48			281	82
09:45		140	19	594	149	135	38	541	209	275	57
10:00		129	36			140	31			269	67
10:15		97	22			66	33			163	55
10:30		96	20			103	19			199	39
10:45		86	15	408	93	115	33	424	116	201	48
11:00		115	10			118	14			233	24
11:15		109	4			117	12			226	16
11:30		99	3			88	17			187	20
11:45		108	7	431	24	138	16	461	59	246	23
Total		3678	4104			2773	5037			6451	9141
Percent		47.3%	52.7%			35.5%	64.5%			41.4%	58.6%
Combined Total		7782				7810				15592	
Peak		08:00	03:00			08:45	05:00			08:00	03:45
Vol.		804	616			568	739			1341	1264
P.H.F.		0.939	0.928			0.877	0.901			0.989	0.955

PALM BEACH COUNTY
TRAFFIC ENGINEERING

Date Start: 25-Feb-13
Site Code: 3446
Station ID: RVA
SOUTH SHORE BL 500'N OF SOUTHFIELDS

Latitude: 0' 0.000 Undefined

Start Time	26-Feb-13 Tue	N/A Morning	N/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	S/A Morning	S/A Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	*			17	*			25	*
12:15		6	*			9	*			15	*
12:30		3	*			11	*			14	*
12:45		6	*	23	0	8	*	45	0	14	*
01:00		1	*			11	*			12	*
01:15		2	*			3	*			5	*
01:30		3	*			6	*			9	*
01:45		2	*	8	0	2	*	22	0	4	*
02:00		2	*			3	*			5	*
02:15		1	*			2	*			3	*
02:30		1	*			2	*			3	*
02:45		0	*	4	0	3	*	10	0	3	*
03:00		1	*			3	*			4	*
03:15		1	*			1	*			2	*
03:30		5	*			5	*			10	*
03:45		5	*	12	0	1	*	10	0	6	*
04:00		4	*			1	*			5	*
04:15		4	*			2	*			6	*
04:30		9	*			3	*			12	*
04:45		14	*	31	0	2	*	8	0	16	*
05:00		19	*			2	*			21	*
05:15		31	*			11	*			42	*
05:30		41	*			11	*			52	*
05:45		40	*	131	0	20	*	44	0	60	*
06:00		80	*			23	*			103	*
06:15		97	*			34	*			131	*
06:30		114	*			52	*			166	*
06:45		180	*	471	0	83	*	192	0	263	*
07:00		192	*			100	*			292	*
07:15		221	*			122	*			343	*
07:30		182	*			134	*			316	*
07:45		166	*	761	0	123	*	479	0	289	*
08:00		***214***	*			125	*			***339***	*
08:15		***214***	*			114	*			***328***	*
08:30		***201***	*			136	*			***337***	*
08:45		***175***	*	804	0	***162***	*	537	0	***337***	*
09:00		158	*			***134***	*			292	*
09:15		162	*			***125***	*			287	*
09:30		134	*			***147***	*			281	*
09:45		140	*	594	0	135	*	541	0	275	*
10:00		129	*			140	*			269	*
10:15		119	*			136	*			255	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		3087	0			2164	0			5251	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Combined Total		3087				2164				5251	
Peak		08:00				08:45				08:00	
Vol.		804				568				1341	
P.H.F.		0.939				0.877				0.989	
Total		6765	4104			4937	5037			11702	9141
Percent		62.2%	37.8%			49.5%	50.5%			56.1%	43.9%

DATA SECTION - PROJECT SHEET

LOCATION ON OR E_W: PIERSON RD

INTERSECTION N_S: SOUTH SHORE BL

INT #: 33355

SCHOOL NAME:

STUDY #:

ATLAS PG: 75

START DATE: 4/19/2012

DUE DATE:

CALMING:

REQUESTED BY: ROB PATANE

ADDRESS:

REQ PHONE #:

PHONE #2:

TYPE STUDY: AV TC

PROJECT SHEET WRITTEN BY: HLP

TRAFFIC TECH ASSIGNEE: JD

TRAFFIC TECH - ASSIGN DATE: 4/19/2012

LANEAGE AND SPEED LIMITS

	L	LT	T	RT	R		
NORTH APPROACH	1		1		1	NA SPEED	35
SOUTH APPROACH	1		1		1	SA SPEED	35
EAST APPROACH		1			1	EA SPEED	30
WEST APPROACH		1			1	WA SPEED	30

COMMENTS OR ACTION TAKEN

WORK ORDER #:

RESPONDED TO:

RESPONSE BY:

COMPLETED BY: JD/HLP

COMP DATE: 5/8/2012

JUN 2 0 2012

Palm Beach County
Traffic Engineering

4-24-12

Site Code: 33355
Station ID: JD
PIERSON RD @ SOUTHSHORE BL

Latitude: 0' 0.000 Undefined

Start	NA		SA		1 & 2 Combined		EA		WA		3 & 4 Combined		1,2,3,4 Combined	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	5	90	10	85	15	175	1	26	0	33	1	59	16	234
12:15	11	86	9	82	20	168	0	35	2	33	2	68	22	236
12:30	2	105	4	101	6	206	1	22	0	29	1	51	7	257
12:45	3	87	3	86	6	173	0	28	0	36	0	64	6	237
01:00	1	121	3	94	4	215	0	35	0	33	0	68	4	283
01:15	3	86	4	81	7	167	0	25	0	28	0	53	7	220
01:30	4	125	2	98	6	223	0	31	0	37	0	68	6	291
01:45	3	97	2	79	5	176	0	22	1	36	1	58	6	234
02:00	6	108	2	105	8	213	0	26	0	30	0	56	8	269
02:15	2	116	3	95	5	211	0	35	0	35	0	70	5	281
02:30	0	101	1	133	1	234	1	40	1	32	2	72	3	306
02:45	2	119	7	113	9	232	0	29	0	42	0	71	9	303
03:00	1	***155***	4	104	5	259	0	26	0	30	0	56	5	315
03:15	4	***153***	2	107	6	260	0	28	1	39	1	67	7	327
03:30	3	***146***	3	126	6	272	0	35	0	***47***	0	82	6	354
03:45	1	***158***	1	150	2	308	0	34	1	***46***	1	80	3	388
04:00	1	132	5	152	6	284	0	52	0	***35***	0	87	6	371
04:15	4	122	1	157	5	279	0	29	5	***47***	5	76	10	355
04:30	7	128	7	157	14	285	0	47	2	37	2	84	16	369
04:45	10	113	3	163	13	276	0	38	2	42	2	80	15	356
05:00	15	155	1	***176***	16	***331***	0	***66***	2	36	2	***102***	18	***433***
05:15	24	121	9	***182***	33	***303***	0	***55***	5	49	5	***104***	38	***407***
05:30	33	146	13	***183***	46	***329***	0	***63***	12	37	12	***100***	58	***429***
05:45	39	119	17	***176***	56	***295***	2	***43***	16	44	18	***87***	74	***382***
06:00	60	126	25	156	85	282	2	52	22	28	24	80	109	362
06:15	84	108	30	146	114	254	0	42	10	20	10	62	124	316
06:30	97	100	46	137	143	237	4	42	32	25	36	67	179	304
06:45	164	78	67	119	231	197	14	34	42	30	56	64	287	261
07:00	165	63	101	99	266	162	20	23	40	14	60	37	326	199
07:15	***204***	77	96	79	***300***	156	24	29	30	14	54	43	***354***	199
07:30	***172***	77	88	83	***260***	160	19	34	43	12	62	46	***322***	206
07:45	***179***	49	81	69	***260***	118	19	37	***54***	7	73	44	***333***	162
08:00	***218***	54	***110***	80	***328***	134	26	35	***61***	13	***87***	48	***415***	182
08:15	150	65	***85***	62	235	127	28	27	***47***	10	***75***	37	310	164
08:30	161	80	***86***	50	247	130	14	22	***49***	5	***63***	27	310	157
08:45	174	71	***106***	71	280	142	***31***	13	44	4	***75***	17	355	159
09:00	145	47	103	55	248	102	***29***	18	35	10	64	28	312	130
09:15	142	44	73	44	215	88	***41***	16	38	6	79	22	294	110
09:30	120	32	63	50	183	82	***28***	10	38	3	66	13	249	95
09:45	114	29	66	40	180	69	22	5	35	1	57	6	237	75
10:00	92	23	84	35	176	58	18	9	41	8	59	17	235	75
10:15	97	27	78	29	175	56	22	5	31	5	53	10	228	66
10:30	88	15	59	26	147	41	20	1	38	2	58	3	205	44
10:45	78	14	79	31	157	45	27	5	31	5	58	10	215	55
11:00	85	9	81	21	166	30	29	2	23	2	52	4	218	34
11:15	98	3	80	16	178	19	24	1	31	0	55	1	233	20
11:30	88	10	78	14	166	24	24	0	48	1	72	1	238	25
11:45	103	7	93	5	196	12	27	0	36	0	63	0	259	12
Total	3262	4097	1974	4502	5236	8599	517	1332	949	1118	1466	2450	6702	11049
Percent	44.3%	55.7%	30.5%	69.5%	37.8%	62.2%	28.0%	72.0%	45.9%	54.1%	37.4%	62.6%	37.8%	62.2%
Comb. Total	7359		6476		13835		1849		2067		3916		17751	
Peak	07:15	03:00	08:00	05:00	07:15	05:00	08:45	05:00	07:45	03:30	08:00	05:00	07:15	05:00
Vol.	773	612	387	717	1148	1258	129	227	211	175	300	393	1424	1651
P.H.F.	0.886	0.968	0.880	0.980	0.875	0.950	0.787	0.860	0.865	0.931	0.862	0.945	0.858	0.953

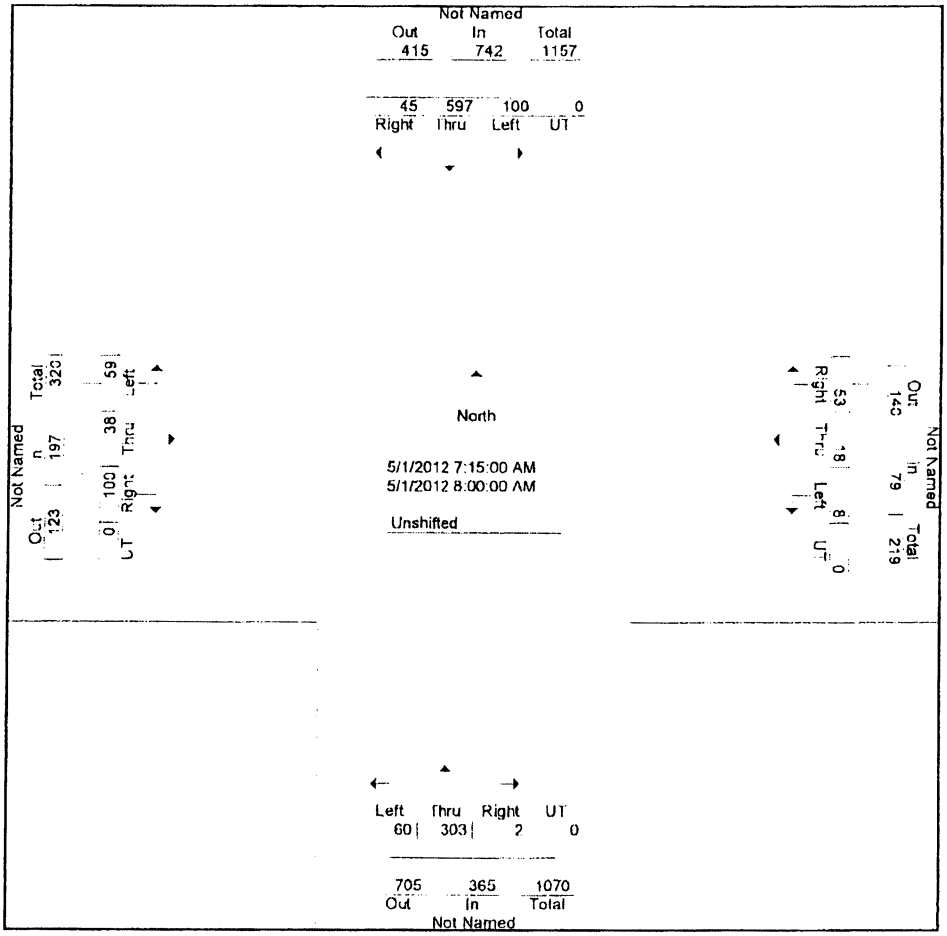
PALM BEACH COUNTY
TRAFFIC ENGINEERING

LOCATION: PIERSON RD @ SOUTHSHORE BL
COUNTED BY: HLP

File Name : 33355A52
Site Code : 00033355
Start Date : 5/1/2012
Page No : 1

Groups Printed- Unshifted

	From North					From East					From South					From West					
Start Time	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:15 AM	15	143	8	0	166	0	0	12	0	12	12	81	0	0	93	12	9	24	0	45	316
07:30 AM	23	145	13	0	181	3	2	14	0	19	15	70	1	0	86	11	11	27	0	49	335
07:45 AM	25	155	15	0	195	1	9	14	0	24	13	73	1	0	87	16	10	22	0	48	354
Total	63	443	36	0	542	4	11	40	0	55	40	224	2	0	266	39	30	73	0	142	1005
08:00 AM	37	154	9	0	200	4	7	13	0	24	20	79	0	0	99	20	8	27	0	55	378
Grand Total	100	597	45	0	742	8	18	53	0	79	60	303	2	0	365	59	38	100	0	197	1383
Apprch %	13.5	80.5	6.1	0.0		10.1	22.8	67.1	0.0		16.4	83.0	0.5	0.0		29.9	19.3	50.8	0.0		
Total %	7.2	43.2	3.3	0.0	53.7	0.6	1.3	3.8	0.0	5.7	4.3	21.9	0.1	0.0	26.4	4.3	2.7	7.2	0.0	14.2	



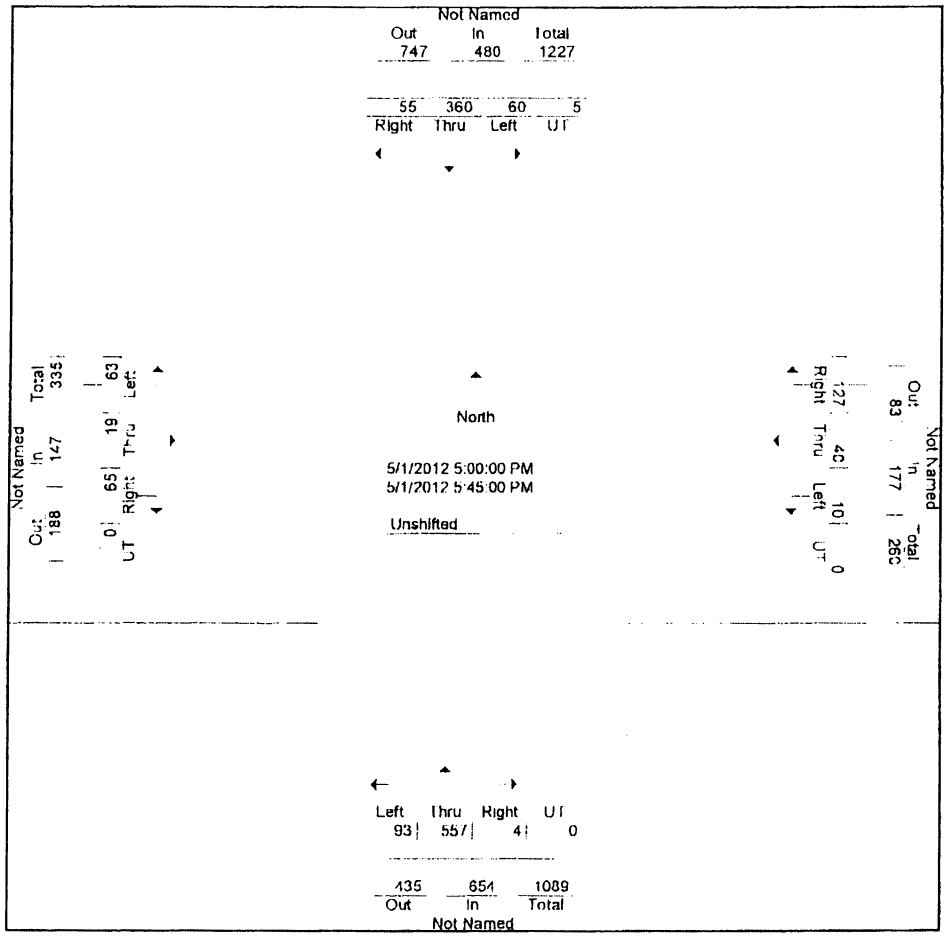
PALM BEACH COUNTY
TRAFFIC ENGINEERING

LOCATION: PIERSON RD @ SOUTHSHORE BL
COUNTED BY: HLP

File Name : 33355P52
Site Code : 00033355
Start Date : 5/1/2012
Page No : 1

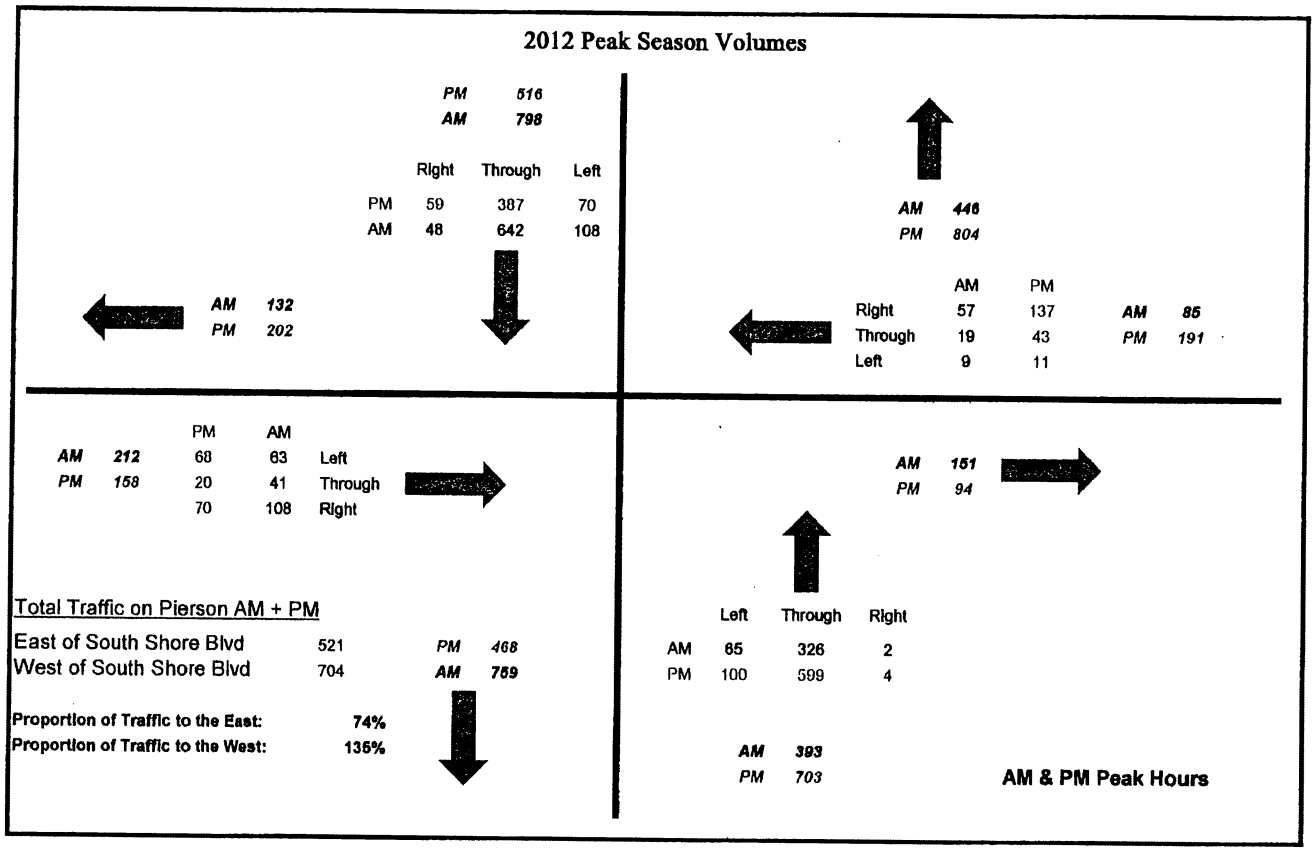
Groups Printed- Unshifted

	From North					From East					From South					From West					
Start Time	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	15	99	15	2	131	0	12	31	0	43	27	135	1	0	163	15	5	17	0	37	374
05:15 PM	11	102	17	1	131	3	9	36	0	48	22	134	1	0	157	17	3	20	0	40	376
05:30 PM	19	87	11	1	118	3	12	29	0	44	19	142	1	0	162	17	5	13	0	35	359
05:45 PM	15	72	12	1	100	4	7	31	0	42	25	146	1	0	172	14	6	15	0	35	349
Total	60	360	55	5	480	10	40	127	0	177	93	557	4	0	654	63	19	65	0	147	1458
Grand Total	60	360	55	5	480	10	40	127	0	177	93	557	4	0	654	63	19	65	0	147	1458
Apprch %	12.5	75.0	11.5	1.0		5.6	22.6	71.8	0.0		14.2	85.2	0.6	0.0		42.9	12.9	44.2	0.0		
Total %	4.1	24.7	3.8	0.3	32.9	0.7	2.7	8.7	0.0	12.1	6.4	38.2	0.3	0.0	44.9	4.3	1.3	4.5	0.0	10.1	



Pierson Road & South Shore Boulevard

2012 Peak Season Volumes



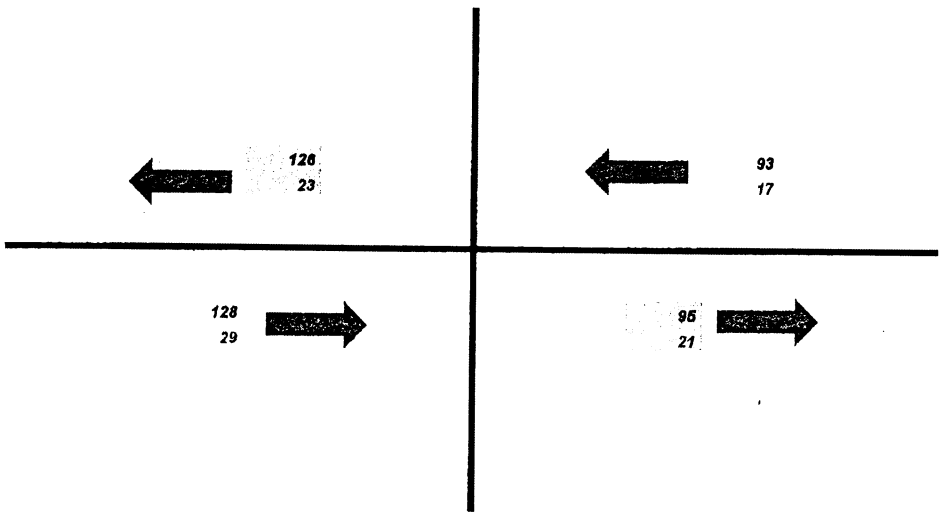
Total Traffic on Pierson AM + PM

East of South Shore Blvd	521	*PM*	*468*
West of South Shore Blvd	704	*AM*	*789*

Proportion of Traffic to the East: 74%
Proportion of Traffic to the West: 135%

AM & PM Peak Hours

2012 Volumes



93 Traffic Counts - Appendix B
95 Estimated using proportion calculated above

Start Time 6:30 p.m.
Start Time 9:30 p.m.

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Telephone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

June 23, 2013

Michael Stone, President
Equestrian Sport Productions, LLC
14440 Pierson Road
Wellington, Florida 33414

Re: **Equestrian Village**
Peak Event Traffic Evaluation - Intersections

Dear Mr. Stone:

Per your request, we have prepared a traffic study to determine and evaluate traffic conditions during a larger evening event or a "peak event" at the proposed Wellington Equestrian Village. The study was summarized in a letter dated June 19, 2013. As indicated in the letter, turning movement counts were to be performed during the weekend to properly evaluate traffic conditions at intersections. This study is a follow up and presents analyses of intersections during a peak event occurring during the evenings on a weekend.

Intersection analyses were prepared at the following locations:

- South Shore Boulevard and Greenview Shores Boulevard,
- Pierson Road and South Shore Boulevard, and
- Lake Worth Road and South Shore Boulevard.

Turning movement counts were collected on Friday, June 23, 2013 between 6:30 and 10:30 p.m. Although events will be scheduled either Friday or Saturday, it was determined that Friday traffic was likely to be higher than Saturday. In order to present a conservative analysis, traffic conditions during a Friday evening have been evaluated.

Critical Movement Volumes were determined using the procedures included in the "Highway Capacity Manual", TRB Special Report 209. The planning analysis for signalized intersections was utilized. The analyses were performed for future conditions at buildout of the project, year 2016. ***Figure 1*** depicts traffic assignment at the relevant intersections. Turning movement counts, determination of project traffic and critical movement analyses are included in the appendices. These are presented as follows:

- ***Appendix A***: South Shore Boulevard and Greenview Shores Boulevard,
- ***Appendix B***: Pierson Road and South Shore Boulevard, and
- ***Appendix C***: Lake Worth Road and South Shore Boulevard.

The sum of critical volumes projected for the year 2016 is included in the following table:

Sum of Critical Volumes

Intersection	6:30 to 7:30 PM	9:30 to 10:30 PM
South Shore Blvd. & Greenview Shores Blvd	789	506
Pierson Rd & South Shore Blvd	518	468
Lake Worth Rd & South Shore Blvd	644	195

The adopted level of service for intersections is 1,400. As shown in the table above all intersections are projected to operate well below the adopted service volume.

In order to ensure traffic delays are minimized at the intersection of Pierson Road and South Shore Boulevard, it is recommended a police officer controls traffic at this location. The officer should be directing traffic an hour prior to beginning of an event and also at the end. Events should be monitored to evaluate whether police control is necessary and how long.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

Sincerely,

MARIA M. TEJERA LICENSE No. 44095 STATE OF FLORIDA PROFESSIONAL ENGINEER June 23, 2013

MTP Group, Inc.
Maria M. Tejera, P.E.
President

Florida Registration Number 44095
Certificate of Authorization Number 6585

Figure 1
Appendices

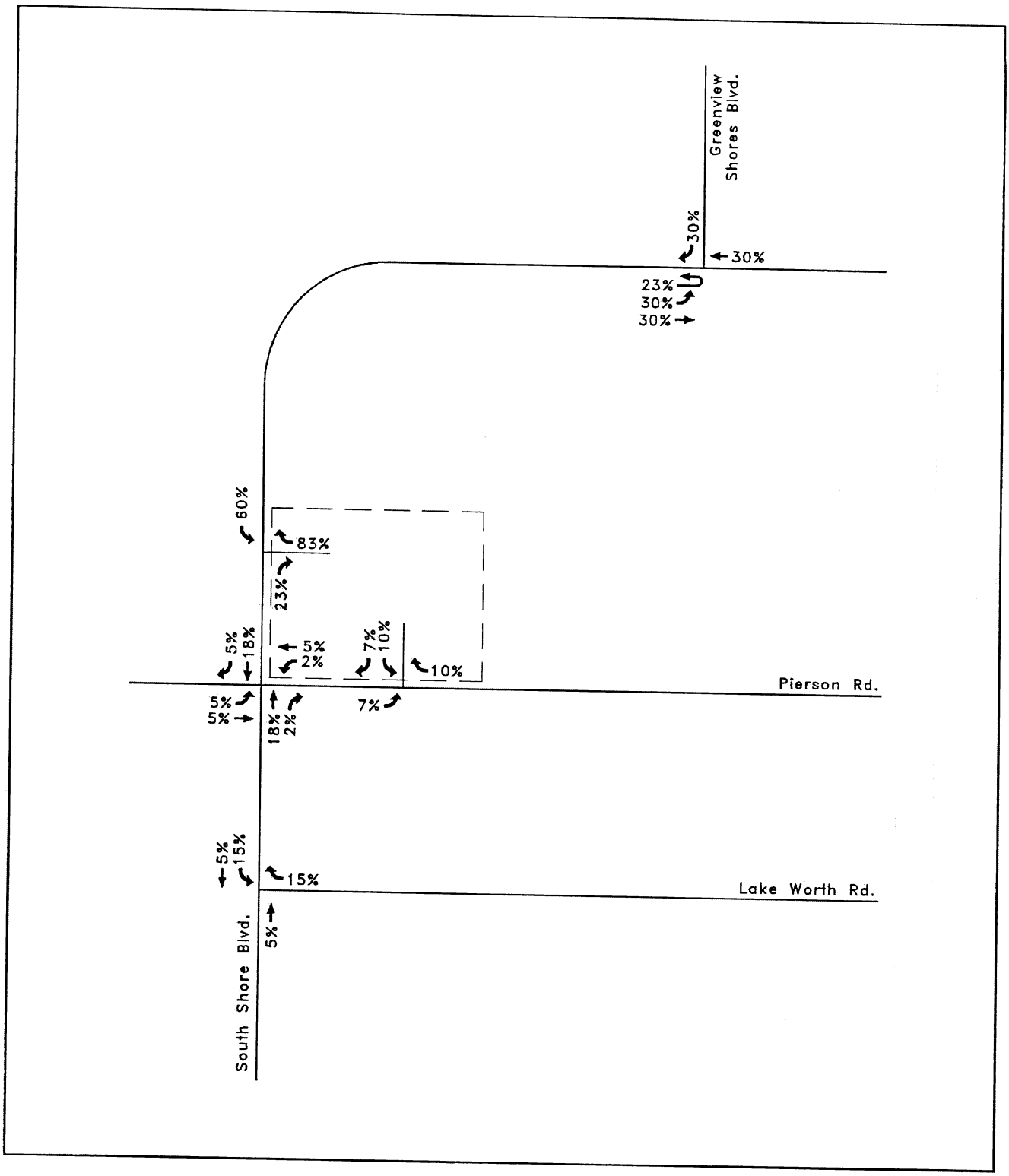


Figure 1: Assignment
Equestrian Village - Peak Event

N
N.T.S.

MTP Group, Inc.
8401 Lake Worth Rd, Suite 231
Lake Worth FL 33467
Phone: (561) 795-0678
www.mtpgroup.net

APPENDIX A

South Shore Boulevard
&
Greenview Shores Boulevard

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Phone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

Intersection Analysis Sheet

South Shore Blvd & Greenview Shores Blvd

(Existing Geometry)

Growth Rate=	1.0%
Peak Season=	1.17
Buildout Year=	2016
Years=	3

6:30 to 7:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	2	0	2	213	0	182	261	140	0	6	94	194
Peak Season Volume	2	0	2	249	0	213	305	164	0	7	110	227
Background	2	0	2	257	0	219	314	169	0	7	113	234
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	0	0	0	0	381	10	5	0	0	381	0
Total Traffic	2	0	2	257	0	600	324	174	0	7	494	234
Critical Volume												
No. of Lanes	1	1	0	2	<	1	2	2	0	1	2	1
Approach Volume		4			857			498			735	
Per Lane Volume*	2	0	0	129	0	378	162	82	0	7	247	45
North-South Critical		NB LT +			SB RT = 380			SB LT +			NB RT = 129	
East-West Critical		EB LT +			WB TH = 409			WB LT +			EB TH = 89	
Maximum Critical Sum				380	+	409	=	789				
Status?						OK						

9:30 to 10:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	0	0	1	116	1	79	115	49	1	6	44	129
Peak Season Volume	0	0	1	136	1	92	135	57	1	7	51	151
Background	0	0	1	140	1	95	139	59	1	7	53	156
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	0	0	0	0	2	674	381	0	0	2	0
Total Traffic	0	0	1	140	1	97	813	440	1	7	55	156
Critical Volume												
No. of Lanes	1	1	0	2	<	1	2	2	0	1	2	1
Approach Volume		1			238			1,254			218	
Per Lane Volume*	0	-9	0	71	0	0	407	216	0	7	28	25
North-South Critical		NB LT +			SB RT = 0			SB LT +			NB RT = 71	
East-West Critical		EB LT +			WB TH = 435			WB LT +			EB TH = 223	
Maximum Critical Sum				71	+	435	=	506				
Status?						OK						

* Includes right turn volume adjustment for overlaps and RTOR

Project Traffic

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Percentage Split						30%	53%	30%			30%	
6:30 to 7:30 PM - Volumes	1	1	1	1	1	1	0	0	0	1	1	1
9:30 to 10:30 PM - Volumes	*0*	*0*	*0*	*0*	*0*	*381*	*10*	*5*	*0*	*0*	*381*	*0*
	0	*0*	*0*	*0*	*0*	*2*	*674*	*381*	*0*	*0*	*2*	*0*

6:30 to 7:30 PM IN	*1,270*
6:30 to 7:30 PM OUT	*18*
9:30 to 10:30 PM IN	*6*
9:30 to 10:30 PM OUT	*1,271*

MTP Group, Inc.
8401 Lake Worth Rd, Ste. 231
Lake Worth, Florida 33467
http://www.mtpgroup.net

GREENVIEW SHORES BOULEVARD & SOUTH SHORE BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : GREESOUT

ALL VEHICLES

	SOUTH SHORE BLVD From North (WB)				PLAYER'S CLUB DRIVEWAY From East (NB)				SOUTH SHORE BLVD From South (EB)				GREENVIEW SHORES BLVD From West (SB)				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																	
18:30	4	0	28	51	0	2	0	1	1	71	29	0	0	50	0	42	279
18:45	0	0	25	48	0	0	0	0	0	63	35	0	0	61	0	46	278
19:00	2	0	22	53	0	0	0	1	0	51	40	0	0	34	0	49	252
19:15	0	0	19	42	0	0	0	0	0	75	36	0	2	66	0	45	285
Hr Total	6	0	94	194	0	2	0	2	1	260	140	0	2	211	0	182	1094
19:30	3	0	22	40	0	0	0	0	0	46	29	1	0	44	0	37	222
19:45	1	0	16	43	0	0	0	0	0	38	21	0	1	35	0	36	191
20:00	1	0	14	48	0	0	1	0	0	40	28	0	1	49	1	31	214
20:15	1	0	9	43	0	0	0	0	0	60	25	0	0	47	0	28	213
Hr Total	6	0	61	174	0	0	1	0	0	184	103	1	2	175	1	132	840
20:30	1	1	8	49	0	0	0	1	0	30	20	0	0	19	0	29	158
20:45	2	1	23	34	0	0	0	0	0	31	15	0	1	23	0	26	156
21:00	0	0	20	45	0	0	0	0	0	28	16	0	1	33	0	27	170
21:15	1	0	10	56	0	0	0	1	0	26	23	1	0	28	0	18	164
Hr Total	4	2	61	184	0	0	0	2	0	115	74	1	2	103	0	100	648
21:30	0	0	17	34	0	0	0	0	0	40	19	1	0	30	0	27	168
21:45	2	0	6	38	0	0	0	0	0	24	13	0	1	31	0	21	136
22:00	3	0	12	35	0	0	0	0	0	25	9	0	0	30	0	18	132
22:15	1	0	9	22	0	0	0	1	0	26	8	0	0	24	1	13	105
Hr Total	6	0	44	129	0	0	0	1	0	115	49	1	1	115	1	79	541
TOTAL	22	2	260	681	0	2	1	5	1	674	366	3	7	604	2	493	3123

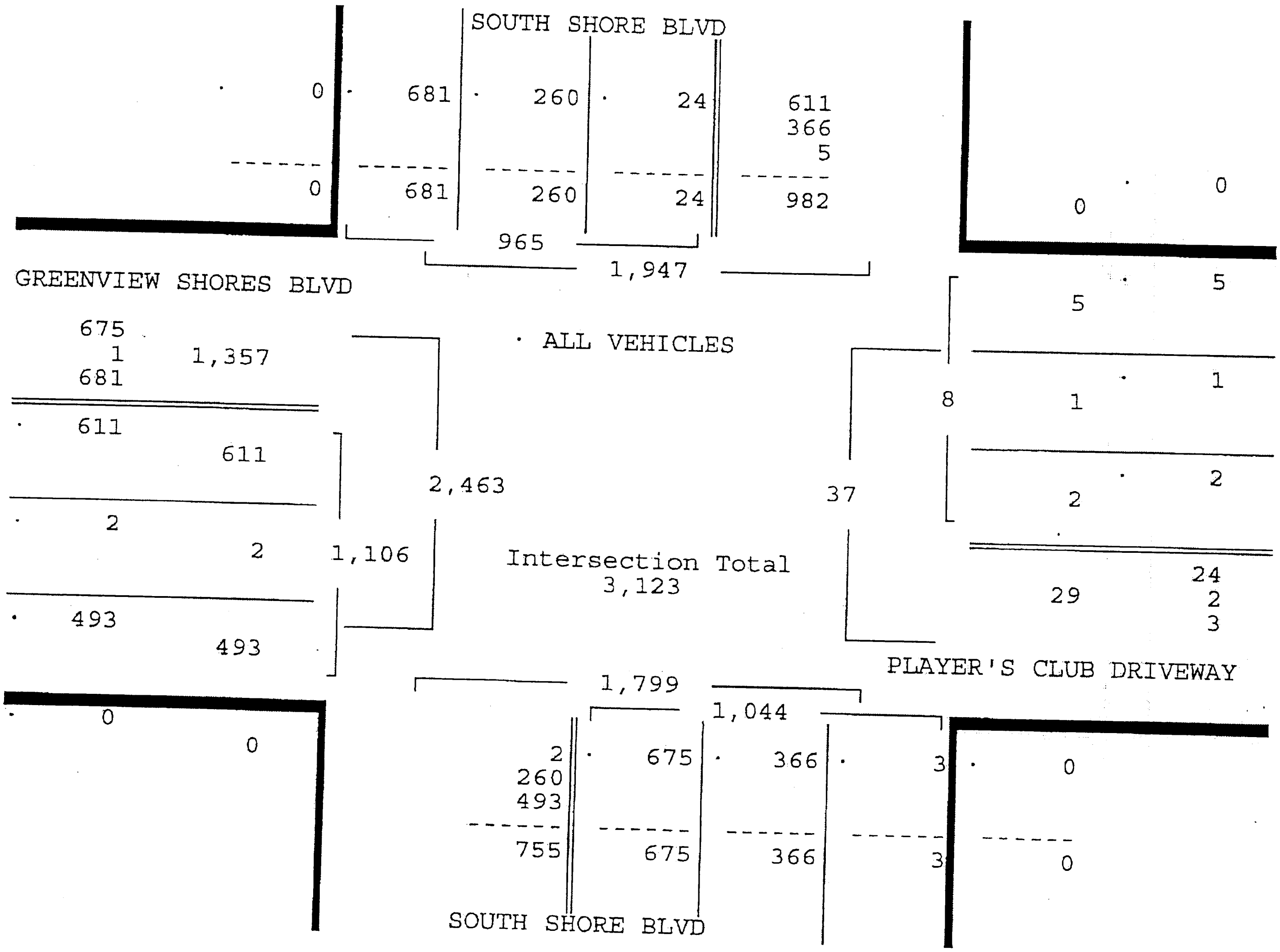
GREENVIEW SHORES BOULEVARD & SOUTH SHORE BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : GREESOUT
Page : 2

ALL VEHICLES

	SOUTH SHORE BLVD From North				PLAYER'S CLUB DRIVEWAY From East				SOUTH SHORE BLVD From South				GREENVIEW SHORES BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																	



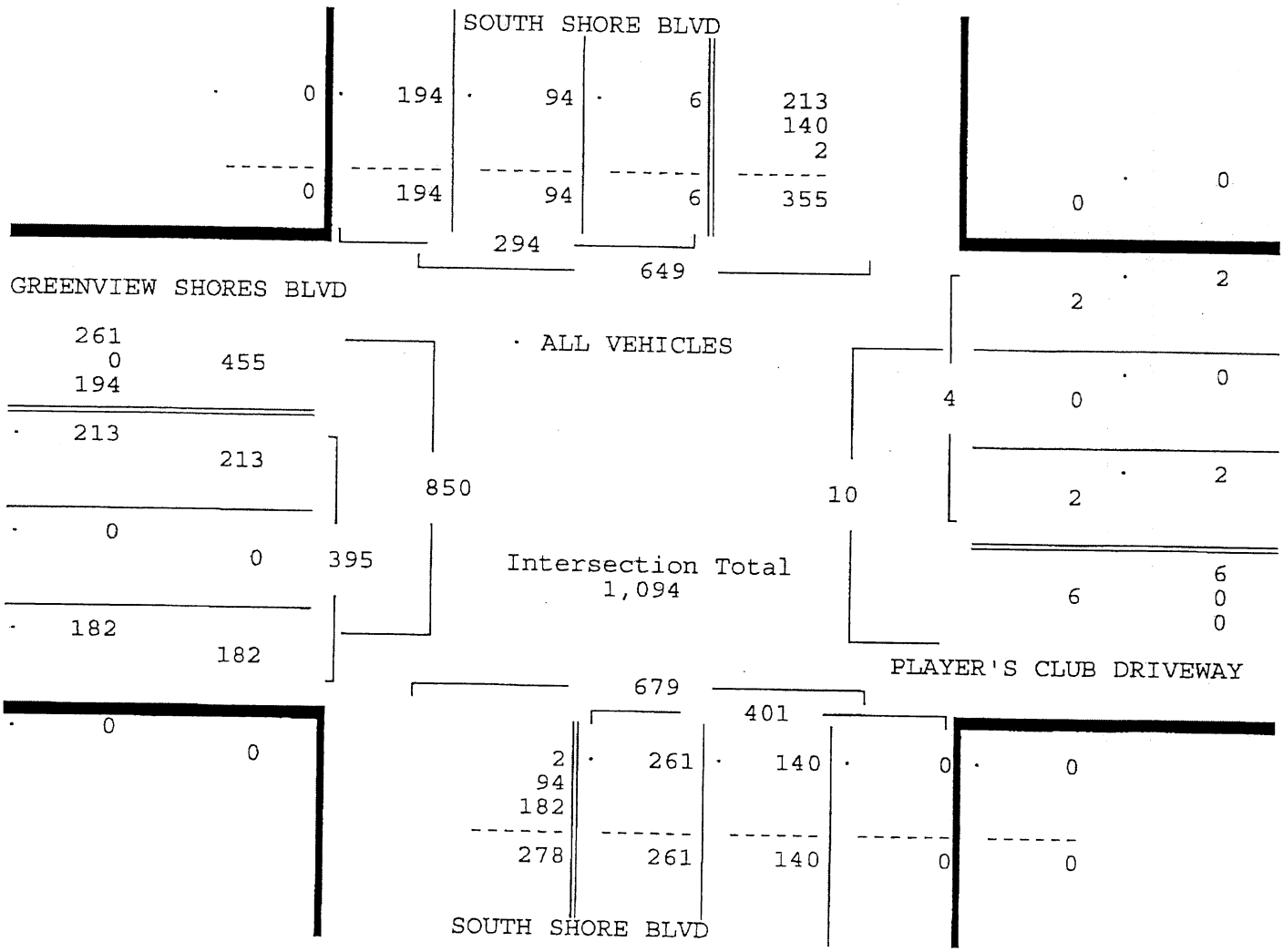
GREENVIEW SHORES BOULEVARD & SOUTH SHORE BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : GREESOUT
Page : 3

ALL VEHICLES

	SOUTH SHORE BLVD From North				PLAYER'S CLUB DRIVEWAY From East				SOUTH SHORE BLVD From South				GREENVIEW SHORES BLVD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																	
Peak Hour Analysis By Entire Intersection for the Period: 18:30 to 22:30 on 06/21/13																	
Peak start 18:30					18:30				18:30				18:30				
Volume	6	0	94	194	0	2	0	2	1	260	140	0	2	211	0	182	
Percent	2%	0%	32%	66%	0%	50%	0%	50%	0%	65%	35%	0%	1%	53%	0%	46%	
Pk total	294				4				401				395				
Highest	18:30				18:30				19:15				19:15				
Volume	4	0	28	51	0	2	0	1	0	75	36	0	2	66	0	45	
Hi total	83				3				111				113				
PHF	.89				.33				.90				.87				



APPENDIX B

Pierson Road
&
South Shore Boulevard

Intersection Analysis Sheet

Pierson Rd & South Shore Blvd

(Existing Geometry)

Growth Rate=	1.0%
Peak Season=	1.17
Buildout Year=	2016
Years=	3

6:30 to 7:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	47	334	0	40	219	24	23	5	28	4	11	42
Peak Season Volume	55	391	0	47	256	28	27	6	33	5	13	49
Background	57	403	0	48	264	29	28	6	34	5	13	50
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	229	25	0	3	1	64	64	0	0	1	0
Total Traffic	57	632	25	48	267	30	92	70	34	5	14	50
Critical Volume												
No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	0
Approach Volume		714			345			196			69	
Per Lane Volume*	57	324	0	48	267	0	92	94	0	5	54	0
North-South Critical		NB LT +			SB TH = 324			SB LT +			NB TH = 372	
East-West Critical		EB LT +			WB TH = 146			WB LT +			EB TH = 99	
Maximum Critical Sum			372	+	146	=	518					
Status?					OK							

9:30 to 10:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	19	131	3	8	110	10	8	1	10	0	1	15
Peak Season Volume	22	153	4	9	129	12	9	1	12	0	1	18
Background	23	158	4	9	133	12	9	1	12	0	1	19
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	1	0	0	229	64	0	0	0	25	64	0
Total Traffic	23	159	4	9	362	76	9	1	12	25	65	19
Critical Volume												
No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	0
Approach Volume		186			447			22			109	
Per Lane Volume*	23	77	0	9	362	7	9	3	0	25	74	0
North-South Critical		NB LT +			SB TH = 385			SB LT +			NB TH = 86	
East-West Critical		EB LT +			WB TH = 83			WB LT +			EB TH = 28	
Maximum Critical Sum			385	+	83	=	468					
Status?					OK							

* Includes right turn volume adjustment for overlaps and RTOR

Project Traffic

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Percentage		18%	2%		18%	5%	5%	5%		2%	5%	
Split	I	I	I	O	O	O	I	I	I	O	O	O
6:30 to 7:30 PM - Volumes	*0*	*229*	*25*	*0*	*3*	*1*	*64*	*64*	*0*	*0*	*1*	*0*
9:30 to 10:30 PM - Volumes	*0*	*1*	*0*	*0*	*229*	*64*	*0*	*0*	*0*	*25*	*64*	*0*

6:30 to 7:30 PM IN	*1,270*
6:30 to 7:30 PM OUT	*18*
9:30 to 10:30 PM IN	*6*
9:30 to 10:30 PM OUT	*1,271*

MTP Group, Inc.
8401 Lake Worth Rd, Ste. 231
Lake Worth, Florida 33467
http/www.mtpgroup.net

PIERSON ROAD & SOUTHSHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : PIERSOUT
Page : 1

ALL VEHICLES

	SOUTH SHORE BOULEVARD From North				PIERSON ROAD From East				SOUTH SHORE BOULEVARD From South				PIERSON ROAD From West				
Date 06/21/13	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
18:30	0	9	54	8	0	2	4	7	0	13	83	0	0	4	2	9	195
18:45	0	13	51	8	0	0	2	12	0	15	86	0	0	1	1	4	193
19:00	1	6	63	3	0	1	3	12	0	10	81	0	0	10	1	10	201
19:15	1	10	51	5	0	1	2	11	0	9	84	0	0	8	1	5	188
Hr Total	2	38	219	24	0	4	11	42	0	47	334	0	0	23	5	28	777
19:30	0	5	46	5	0	0	1	5	0	9	60	0	0	3	2	4	140
19:45	2	7	41	4	0	0	1	10	0	5	54	0	0	2	2	3	131
20:00	0	7	35	2	0	0	0	13	0	8	53	1	0	3	0	6	128
20:15	0	2	35	3	0	0	3	19	0	4	60	2	0	6	1	3	138
Hr Total	2	21	157	14	0	0	5	47	0	26	227	3	0	14	5	16	537
20:30	1	2	33	2	0	0	0	10	0	6	25	1	0	3	0	5	88
20:45	0	4	36	4	0	0	1	10	0	4	41	0	0	3	0	2	105
21:00	0	5	37	5	0	1	0	7	0	5	30	1	0	3	0	3	97
21:15	0	1	27	3	0	2	1	11	0	10	39	1	0	6	0	2	103
Hr Total	1	12	133	14	0	3	2	38	0	25	135	3	0	15	0	12	393
21:30	0	3	38	2	0	0	0	4	0	4	41	0	0	3	0	3	98
21:45	0	0	25	3	0	0	1	2	0	4	39	1	0	3	1	4	83
22:00	0	3	24	3	0	0	0	6	0	9	19	1	0	2	0	2	69
22:15	1	1	23	2	0	0	0	3	0	2	32	1	0	0	0	1	66
Hr Total	1	7	110	10	0	0	1	15	0	19	131	3	0	8	1	10	316
TOTAL	6	78	619	62	0	7	19	142	0	117	827	9	0	60	11	66	2023

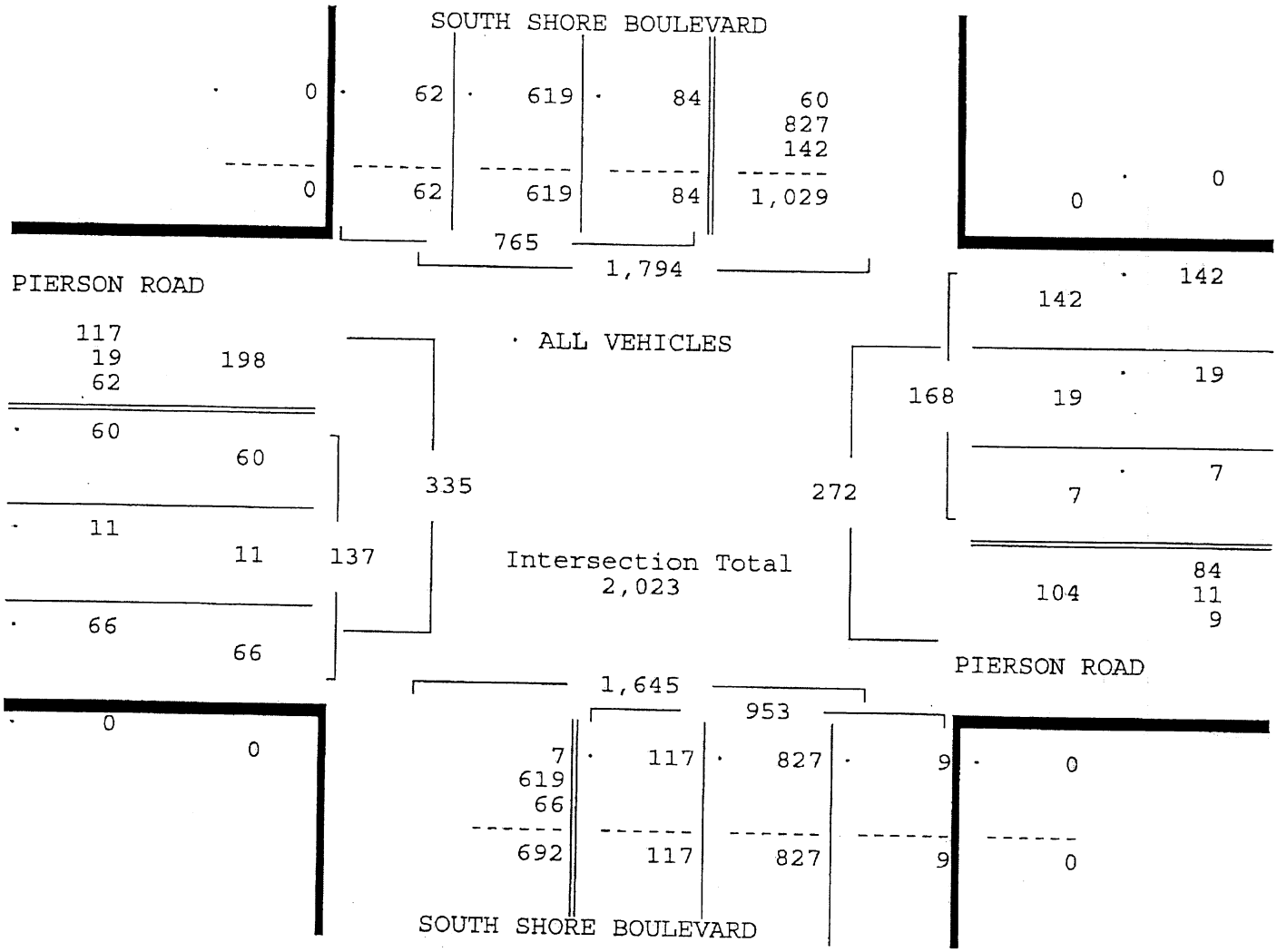
PIERSON ROAD & SOUTHSHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : PIERSOUT
Page : 2

ALL VEHICLES

SOUTH SHORE BOULEVARD From North				PIERSON ROAD From East				SOUTH SHORE BOULEVARD From South				PIERSON ROAD From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																



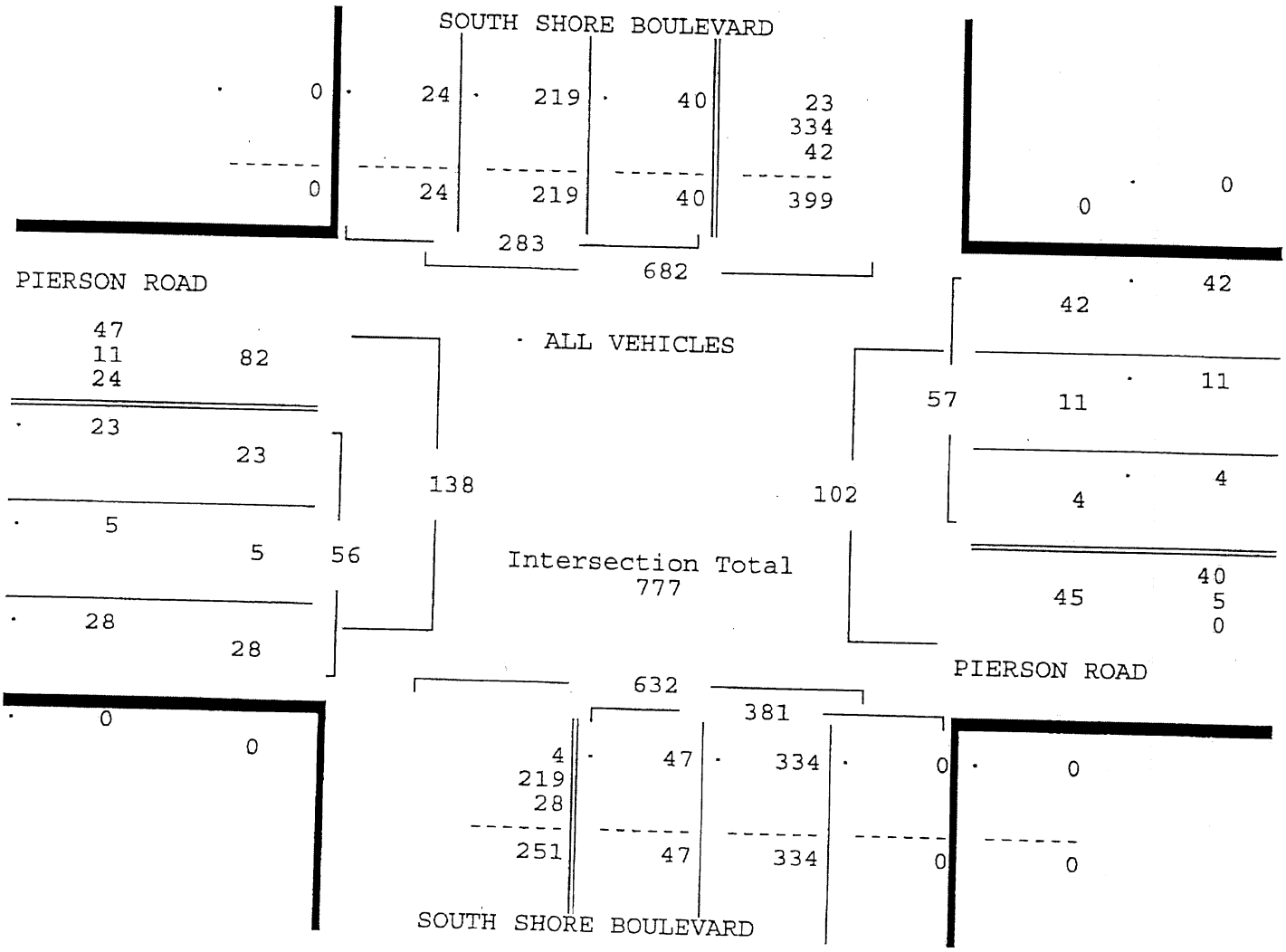
PIERSON ROAD & SOUTHSHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130102
Start Date: 06/21/13
File I.D. : PIERSOUT
Page : 3

ALL VEHICLES

	SOUTH SHORE BOULEVARD From North				PIERSON ROAD From East				SOUTH SHORE BOULEVARD From South				PIERSON ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																	
Peak Hour Analysis By Entire Intersection for the Period: 18:30 to 22:30 on 06/21/13																	
Peak start 18:30					18:30				18:30				18:30				
Volume	2	38	219	24	0	4	11	42	0	47	334	0	0	23	5	28	
Percent	1%	13%	77%	8%	0%	7%	19%	74%	0%	12%	88%	0%	0%	41%	9%	50%	
Pk total	283				57				381				56				
Highest	19:00				19:00				18:45				19:00				
Volume	1	6	63	3	0	1	3	12	0	15	86	0	0	10	1	10	
Hi total	73				16				101				21				
PHF	.97				.89				.94				.67				



APPENDIX C

Lake Worth Road
&
South Shore Boulevard

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Phone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

Intersection Analysis Sheet

Lake Worth Rd & South Shore Blvd

(Existing Geometry)

Growth Rate=	1.0%
Peak Season=	1.17
Buildout Year=	2016
Years=	3

6:30 to 7:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	0	37	6	220	30	0	0	0	0	15	0	330
Peak Season Volume	0	43	7	257	35	0	0	0	0	18	0	386
Background	0	44	7	265	36	0	0	0	0	19	0	398
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	64	0	3	1	0	0	0	0	0	0	191
Total Traffic	0	108	7	268	37	0	0	0	0	19	0	589
Critical Volume												
No. of Lanes	0	1	0	2	1	0	0	0	0	1	0	1
Approach Volume		115			305			0			608	
Per Lane Volume*	0	115	0	134	37	0	0	0	0	19	0	395
North-South Critical	NB LT +			SB TH = 37			SB LT +			NB TH = 249		
East-West Critical	EB LT +			WB RT = 395			WB LT +			EB RT = 19		
Maximum Critical Sum	249	+	395	=	644							
Status?	OK											

9:30 to 10:30 PM
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (06/21/13)	0	15	5	104	17	0	0	0	0	9	0	132
Peak Season Volume	0	18	6	122	20	0	0	0	0	11	0	154
Background	0	19	6	126	21	0	0	0	0	11	0	159
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic	0	0	0	191	64	0	0	0	0	0	0	1
Total Traffic	0	19	6	317	85	0	0	0	0	11	0	160
Critical Volume												
No. of Lanes	0	1	0	2	1	0	0	0	0	1	0	1
Approach Volume		25			402			0			171	
Per Lane Volume*	0	25	0	159	85	0	0	0	0	11	0	0
North-South Critical	NB LT +			SB TH = 85			SB LT +			NB TH = 184		
East-West Critical	EB LT +			WB RT = 0			WB LT +			EB RT = 11		
Maximum Critical Sum	184	+	11	=	195							
Status?	OK											

* Includes right turn volume adjustment for overlaps and RTOR

Project Traffic

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Percentage		5%		15%	5%							15%
Split		1		0	0							1
6:30 to 7:30 PM - Volumes	0	64	0	3	1	0	0	0	0	0	0	191
9:30 to 10:30 PM - Volumes	0	0	0	191	64	0	0	0	0	0	0	1

6:30 to 7:30 PM IN	1,270
6:30 to 7:30 PM OUT	18
9:30 to 10:30 PM IN	6
9:30 to 10:30 PM OUT	1,271

MTP Group, Inc.
8401 Lake Worth Rd, Ste. 231
Lake Worth, Florida 33467
http://www.mtpgroup.net

LAKE WORTH ROAD & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130002
Start Date: 06/21/13
File I.D. : SOUTLAKE
Page : 1

ALL VEHICLES

	SOUTH SHORE BLVD From North				LAKE WORTH ROAD From East				SOUTH SHORE BLVD From South				----- From West				
Date 06/21/13	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
18:30	0	54	6	0	0	5	0	87	0	0	5	3	0	0	0	0	160
18:45	0	52	6	0	0	3	0	89	0	0	12	0	0	0	0	0	162
19:00	0	64	7	0	0	3	0	76	0	0	7	3	0	0	0	0	160
19:15	1	49	11	0	0	4	0	78	0	0	13	0	0	0	0	0	156
Hr Total	1	219	30	0	0	15	0	330	0	0	37	6	0	0	0	0	638
19:30	0	44	3	0	0	2	0	55	0	0	11	1	0	0	0	0	116
19:45	0	37	7	0	0	2	0	51	0	0	12	3	0	0	0	0	112
20:00	0	34	6	0	0	2	0	55	0	0	11	2	0	0	0	0	110
20:15	0	33	2	0	0	6	0	41	0	0	9	2	0	0	0	0	93
Hr Total	0	148	18	0	0	12	0	202	0	0	43	8	0	0	0	0	431
20:30	0	32	2	0	0	2	0	32	0	0	4	2	0	0	0	0	74
20:45	0	27	12	0	0	2	0	36	0	0	5	1	0	0	0	0	83
21:00	0	29	7	0	0	4	0	29	0	0	6	2	0	0	0	0	77
21:15	0	19	5	0	0	2	0	48	0	0	6	2	0	0	0	0	82
Hr Total	0	107	26	0	0	10	0	145	0	0	21	7	0	0	0	0	316
21:30	0	33	9	0	0	1	0	34	0	0	4	4	0	0	0	0	85
21:45	0	22	6	0	0	2	0	43	0	0	3	0	0	0	0	0	76
22:00	1	28	2	0	0	4	0	26	0	0	4	0	0	0	0	0	65
22:15	0	20	0	0	0	2	0	29	0	0	4	1	0	0	0	0	56
Hr Total	1	103	17	0	0	9	0	132	0	0	15	5	0	0	0	0	282
TOTAL	2	577	91	0	0	46	0	809	0	0	116	26	0	0	0	0	1667

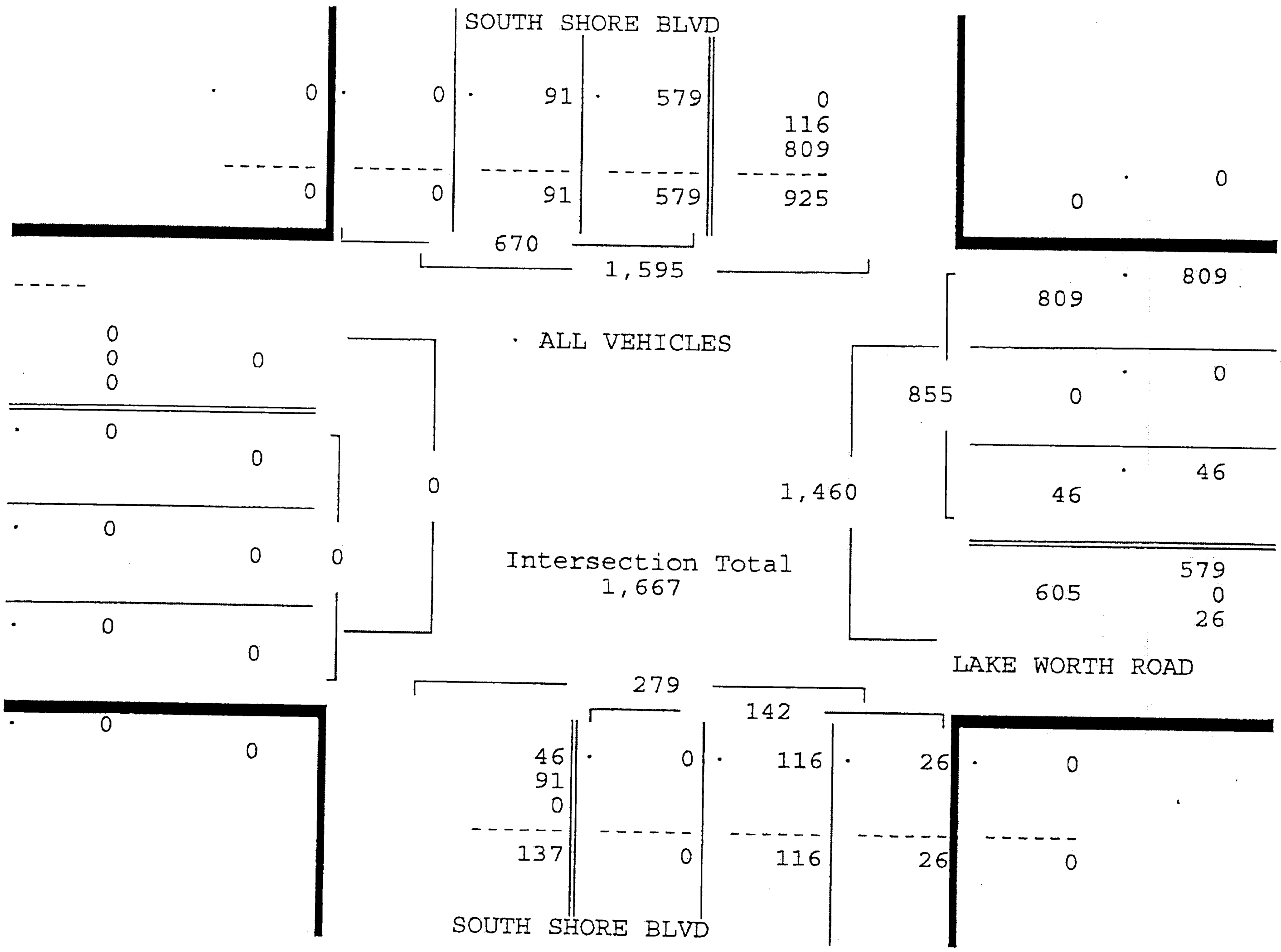
LAKE WORTH ROAD & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130002
Start Date: 06/21/13
File I.D. : SOUTLAKE
Page : 2

ALL VEHICLES

	SOUTH SHORE BLVD From North				LAKE WORTH ROAD From East				SOUTH SHORE BLVD From South				----- From West				
Date 06/21/13	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total



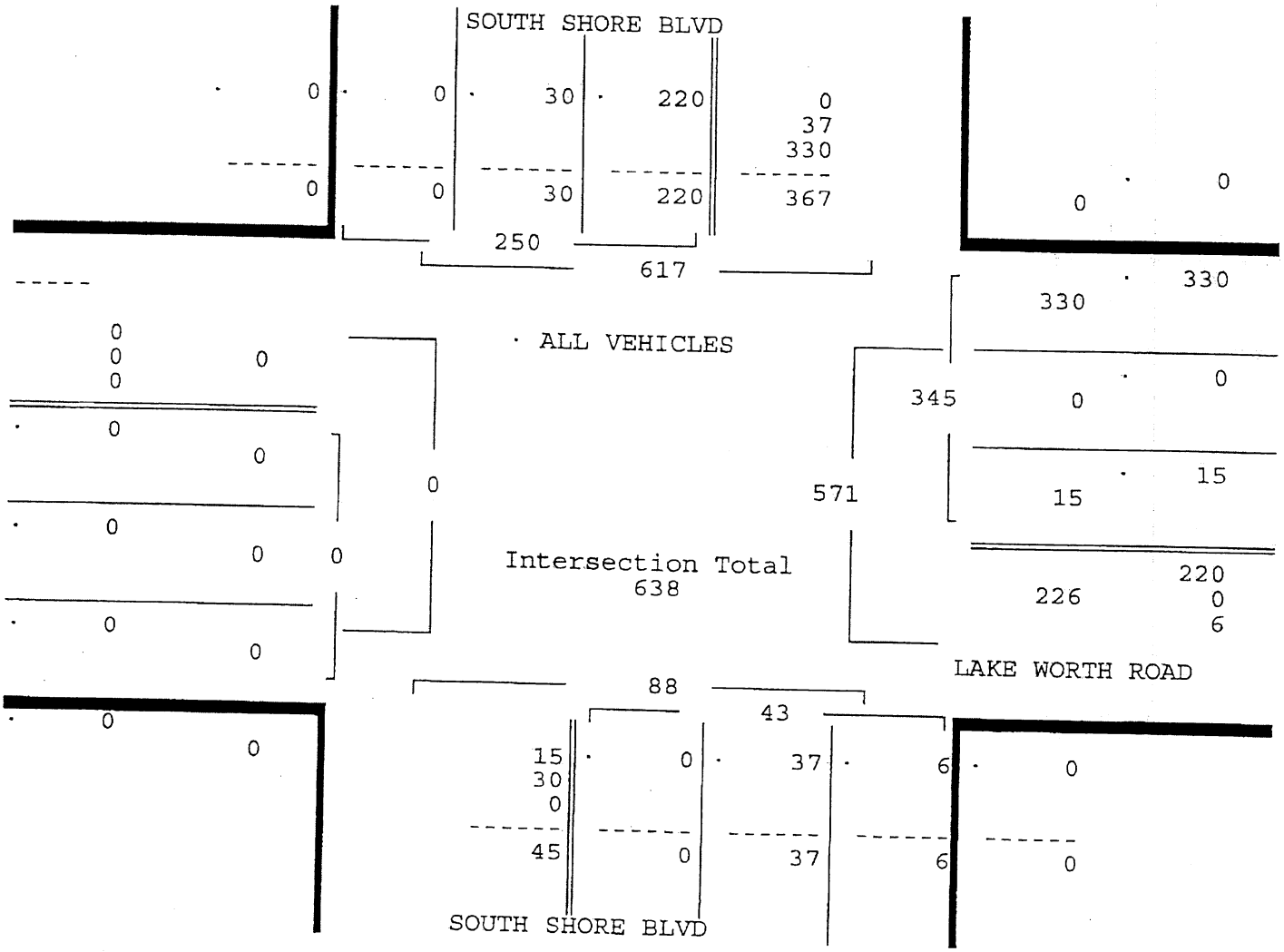
LAKE WORTH ROAD & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00130002
Start Date: 06/21/13
File I.D. : SOUTLAKE

ALL VEHICLES

	SOUTH SHORE BLVD From North				LAKE WORTH ROAD From East				SOUTH SHORE BLVD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/21/13																	
Peak Hour Analysis By Entire Intersection for the Period: 18:30 to 22:30 on 06/21/13																	
Peak start 18:30					18:30				18:30				18:30				
Volume	1	219	30	0	0	15	0	330	0	0	37	6	0	0	0	0	
Percent	0%	88%	12%	0%	0%	4%	0%	96%	0%	0%	86%	14%	0%	0%	0%	0%	
Pk total	250				345				43				0				
Highest	19:00				18:30				19:15				18:30				
Volume	0	64	7	0	0	5	0	87	0	0	13	0	0	0	0	0	
Hi total	71				92				13				0				
PHF	.88				.94				.83				.0				



MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Telephone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

July 24, 2013

Andrea M. Troutman, P.E.
President
PTC Transportation Consultants
2005 Vista Parkway, Suite 111
West Palm Beach, Florida 33411-6700

Re: **Equestrian Village**
PBIEC Trip Generation Study

Dear Mrs. Troutman:

Per your request, we have evaluated trip generation characteristics at the existing Palm Beach International Equestrian Center (PBIEC) to support the trip generation estimated on traffic studies prepared for the proposed Equestrian Village.

Traffic counts were collected during the week of January 16 through 22, 2012. These counts were collected at the following locations:

- Equestrian Club Road, south of Pierson Road,
- Equestrian Club Road, north of Equestrian Club Estates, and
- Gene Mische Way, south of Pierson Road.

Figure 1 shows the approximate location of these counts. 24-hour directional counts were collected at these locations and are included in **Appendix A**.

Turning movements counts were collected on March 14 through 17, 2013 (Thursday through Sunday) at the following intersections:

- Equestrian Club Road and Pierson Road, and
- Gene Mische Way and Pierson Road.

24-hour directional counts were also collected during this time period on Equestrian Club Road, north of Equestrian Club Estates. The 2013 counts are included in **Appendix B**.

PBIEC can be accessed through two roads along Pierson Road: Equestrian Club Road (to the east) and Gene Mische Way (to the west). Equestrian Club Road also provides access to Equestrian Club Estates, as presented in **Figure 1**. In order to determine PBIEC trip generation, traffic to/from Equestrian Club Estates was subtracted from traffic along Equestrian Club Road. In addition, traffic accessing the site on golf carts and mopeds were added at all three locations (they were not subtracted on Equestrian Club Road) as there is no way of identifying through or

pass-by golf cart traffic. This makes the analysis conservative as there will be some double counting.

Information about PBIEC operations was obtained from the owner and is presented in **Exhibit 1**. Data on number of occupied stalls which were rented during the day: permanent, temporary and ship-ins (brought in during the day of the event) are included in the exhibit. In addition, data on number of riders, entries, staff, spectators (during the Saturday night special event), and hours of operations are also included in Exhibit 1. For purposes of the trip generation study, the number of rented/occupied stalls (including permanent, temporary and ship-ins) will be used as the independent variable to estimate trip generation rates during the weekdays. The number of spectators will be used as the independent variable to estimate trip generation rates during a special event.

Weekday Average Daily Traffic

The 2012 traffic counts were analyzed to determine daily trip generation at PBIEC. The summary of traffic volumes per day is included in **Appendix C**. The following table summarizes trip generation for the week of January 16-22, 2012:

PBIEC Daily Trip Generation – January 16-22, 2012

Date	Equestrian Club Trips	Gene Mische Trips	Total
1/16/2012	421	1087	1508
1/17/2012	769	604	1373
1/18/2012	1423	734	2157
1/19/2012	2099	647	2746
1/20/2012	2435	1417	3852
1/21/2012	3997	3738	7735
1/22/2012	2129	3305	5434

As presented in the table above, trip generation increases through the week with a Saturday peak. This is the day of special events with a significant number of spectators.

The 2013 traffic counts were also analyzed to determine daily trip generation. The summary is included in **Appendix D**. The following table summarizes trip generation for March 14-17, 2013:

PBIEC Daily Trip Generation – March 14-17, 2013

Date	Equestrian Club Trips	Gene Mische Trips	Total
3/14/2013	2052	5556	7608
3/15/2013	2336	6285	8621
3/16/2013	4165	6895	11060
3/17/2013	2311	4711	7022

Trip generation rates were calculated based on traffic included in the tables above as well as number of rented/occupied stalls (including permanent, temporary and ship-ins). The following table presents determination of trip generation rates during a weekday:

Weekday Daily Trip Generation Rate

Day	Date	Daily Traffic	Occupied Stalls *	Trip Generation Rate **
Thursday	1/19/2012	2746	2010	1.37
Friday	1/20/2012	3852	1995	1.93
Thursday	3/14/2013	7608	2106	3.61
Friday	3/15/2013	8621	2108	4.09
Average Daily Trip Generation Rate				***2.75***

* Includes permanent, temporary and ship-ins
** Daily Trips per Occupied Stalls

It must be noted that trip generation rates presented above only include Thursday and Friday counts when traffic volumes were the highest during the week. Therefore, the rates are not intended to represent an average weekday. They are probably higher than those of an average weekday. These have been calculated to support trip generation estimated at Equestrian Village.

The proposed 325 stalls at Equestrian Village generate 894 daily trips using the average trip generation rate of 2.75. This is significantly lower than the 1,415 daily trips included in the traffic study. Considering a worst case scenario and using the highest trip generation rate of 4.09 results in 1,329 daily trips which is still lower than those included in the traffic study.

Weekday Peak Hour of Adjacent Street Traffic

In order to determine traffic generated during peak hours of the adjacent street, traffic counts were analyzed for Friday, January 20th, 2013. This represents a worst case scenario as Friday has the highest traffic volume during the weekday. Traffic volumes were analyzed from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. to determine the highest four fifteen-minute traffic volume. The a.m. peak hour started at 7:45 a.m. while the p.m. peak hour started at 4:15 p.m. This analysis is included in **Appendix E** and it is summarized as follows:

- During the a.m. peak hour of the adjacent street, there are a total of 179 trips generated by the site with 122 vehicles entering and 57 vehicles exiting the site.

- During the p.m. peak hour of the adjacent street, there are a total of 367 trips generated by the site with 148 vehicles entering and 219 vehicles exiting the site.

Friday, March 15, 2013 was also analyzed to determine traffic generated during peak hours of the adjacent street. The a.m. peak hour started at 7:00 a.m. while the p.m. peak hour started at 4:00 p.m. This analysis is included in **Appendix F** and it is summarized as follows:

- During the a.m. peak hour of the adjacent street, there are a total of 624 trips generated by the site with 501 vehicles entering and 123 vehicles exiting the site.

- During the p.m. peak hour of the adjacent street, there are a total of 777 trips generated by the site with 224 vehicles entering and 553 vehicles exiting the site.

Trip generation rates were calculated based on peak hour traffic generated by PBIEC and the number of rented/occupied stalls (including permanent, temporary and ship-ins) included in Exhibit 1. The following table presents determination of weekday trip generation rates during peak hours of the adjacent street:

AM Peak Hour of the Adjacent Street Trip Generation Rate

Day	Date	AM Peak Hour Traffic	Occupied Stalls *	Trip Generation Rate **
Friday	1/20/2012	179	1995	0.09
Friday	3/15/2013	624	2108	0.30
Average Daily Trip Generation Rate				***0.19***

* Includes permanent, temporary and ship-ins
** Peak Hour Trips per Occupied Stalls

PM Peak Hour of the Adjacent Street Trip Generation Rate

Day	Date	PM Peak Hour Traffic	Occupied Stalls *	Trip Generation Rate **
Friday	1/20/2012	367	1995	0.18
Friday	3/15/2013	777	2108	0.37
Average Daily Trip Generation Rate				***0.28***

* Includes permanent, temporary and ship-ins
** Peak Hour Trips per Occupied Stalls

It must be noted that trip generation rates presented above only include Friday counts, which represents the weekday with the highest traffic. Therefore, the rates are not intended to represent an average weekday. They are probably higher than those of an average weekday. These have been calculated to support trip generation estimated at Equestrian Village.

The proposed 325 stalls at Equestrian Village generate 62 a.m. and 91 p.m. peak hour trips using the average trip generation rates presented in the tables above. This is significantly lower than the 210 a.m. and 199 peak hour trips included in the traffic study. Considering a worst case scenario and using the highest trip generation rates (0.30 a.m. and 0.37 p.m.), the proposed 325

stalls at Equestrian Village generate 98 a.m. and 120 p.m. peak hour trips which is still lower than those included in the traffic study.

Special Events Traffic

Special events are usually scheduled on Saturdays at PBIEC. Traffic was analyzed on Saturday, January 21, 2012 to estimate trip generation rates based on spectators attending the event. The analysis is included in **Appendix G** and is summarized as follows:

- The peak hour when the majority of the traffic enters the site to attend the event starts at 5:45 p.m. During this time there are a total of 649 trips generated by the site with 477 vehicles entering and 172 vehicles exiting the site.

- The peak hour when the majority of the traffic exits the site starts at 10:00 p.m. During this time there are a total of 853 trips generated by the site with 258 vehicles entering and 595 vehicles exiting the site.

Trip generation rates were calculated based on peak hour traffic generated by PBIEC and the number spectators included in Exhibit 1. The following table presents determination of trip generation rates during special events:

Peak Hour of Special Events Trip Generation Rates

Start Time	Date	Peak Hour Traffic	Spectators	Trip Generation Rate *
17:45	1/21/2012	649	2659	0.24
22:00	1/21/2012	853	2659	0.32

* Peak Hour Trips per Spectator

The proposed 3,000 spectators at Equestrian Village generate 720 and 960 peak hour trips using the trip generation rates presented in the table above. This is significantly lower than the 1,288 and 1,277 peak hour trips included in the traffic study. The Equestrian Village traffic study includes a directional split where 1,270 vehicles enter the site prior to the event and 1,271 exit the site after the event. Once again, it has been shown that using trip generation rates developed from PBIEC, the trip generation of the proposed Equestrian Village is lower than that estimated in the traffic studies.

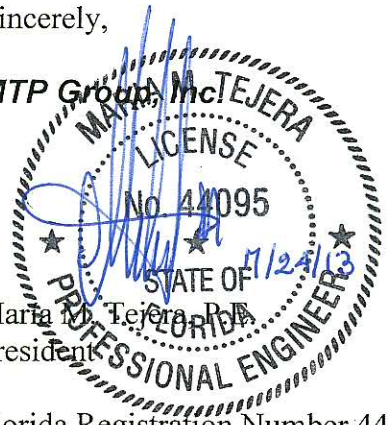
Traffic counts were also available for Saturday, March 16, 2013 when a special event was scheduled at PBIEC. Total traffic on this day was 11,060 and there were 3,950 spectators. While total traffic for Saturday, January 21, 2012 was 7,735 and there were 2,659 spectators. Since the rate of spectators to daily traffic was similar (2.91 in 2012 and 2.80 in 2013) between 2012 and 2013, the 2013 traffic for a special event was not evaluated.

This analysis has demonstrated that trip generation used in the Equestrian Village traffic studies is overestimated based on trip generation rates developed from traffic counts collected at PBIEC.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

Sincerely,

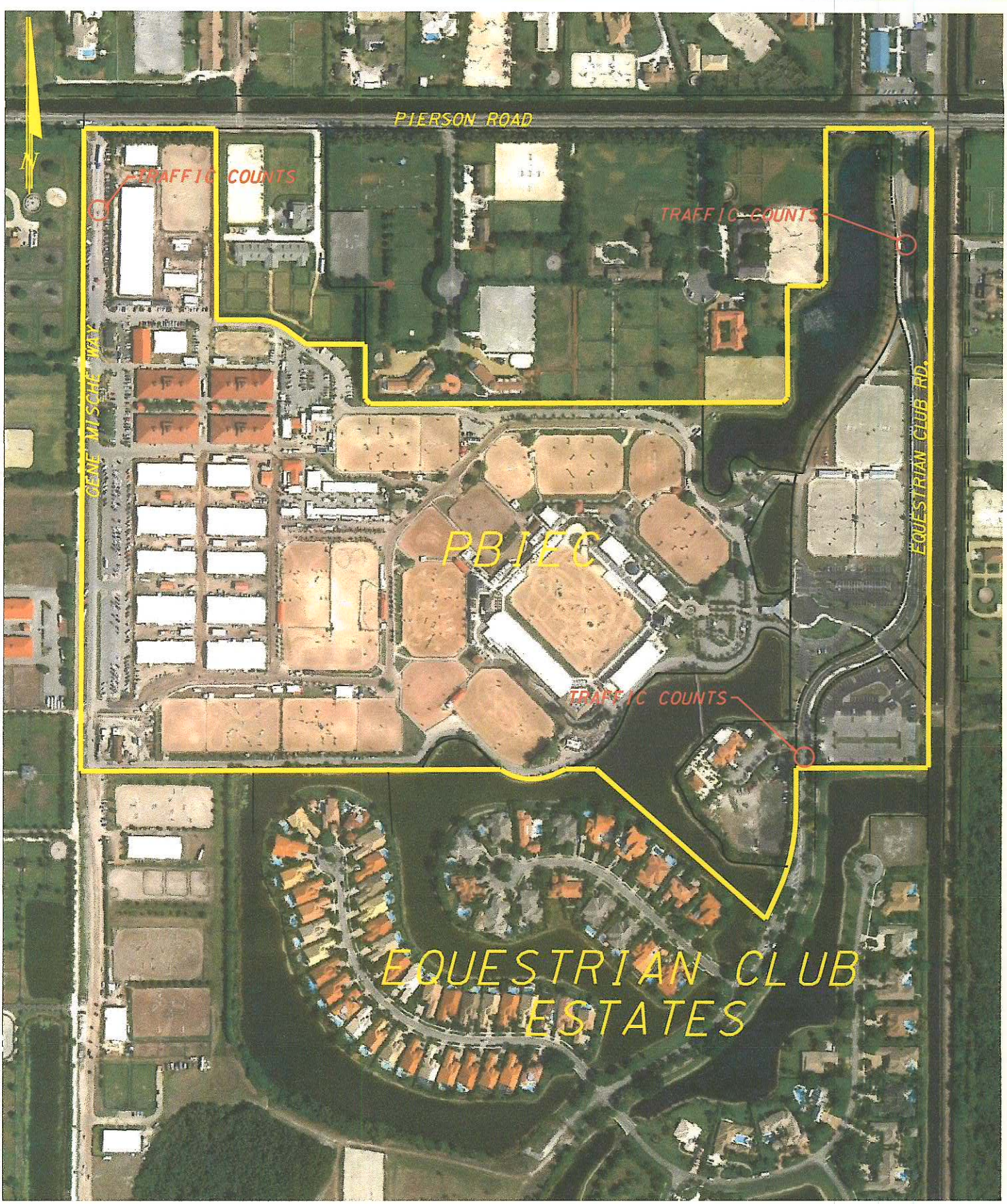
MTP Group, Inc.



Maria M. Tejera, P.E.
President

Florida Registration Number 44095
Certificate of Authorization Number 6585

Attachments: Figure 1 and Exhibit 1
Appendices A through G



PALM BEACH INTERNATIONAL EQUESTRIAN CENTER
WELLINGTON, FLORIDA

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CONSULTING ENGINEERS AND SURVEYORS
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ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

FIGURE 1
TRAFFIC COUNT LOCATIONS

PROJ. NO.	1374T38	DATE	07/24/2013
SCALE	1"=400'	SHEET	1 OF 1

EXHIBIT 1

	Permanent Stalls	Temporary Stalls	Ship ins	Entries	Riders	Staff Day	Staff Night	Spectators Night	Open	Finish
14-Mar-13	371	1696	39	1069	356	315			8am	4.30pm
15-Mar-13	371	1696	41	1255	502	315			8am	6pm
16-Mar-13	371	1696	40	1163	650	315	256*	3950 estimate	8am	11pm
17-Mar-13	286	1423	42	1168	700	315			8am	5.30pm
				4655						
							* this is total not additional			
19-Jan-12	256	1696	58	1082	365	306			8am	4.30pm
20-Jan-12	256	1696	43	1259	501	306			8am	6pm
21-Jan-12	256	1696	59	1278	639	306	246*	2659 estimate	8am	11pm
22-Jan-12	256	1512	51	1266	706	306			8am	5.30pm
				4885						

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August 5, 2013

Andrea M. Troutman, P.E.
President
PTC Transportation Consultants
2005 Vista Parkway, Suite 111
West Palm Beach, Florida 33411-6700

Re: **Equestrian Village**
PBIEC Trip Generation Study

Dear Mrs. Troutman:

Per your request, we have evaluated trip generation characteristics at the existing Palm Beach International Equestrian Center (PBIEC) to support the trip generation estimated on traffic studies prepared for the proposed Equestrian Village. This evaluation pertains to trip generation rate for special events occurring Saturday, March 16, 2013.

Turning movements counts were collected on March 14 through 17, 2013 (Thursday through Sunday) at the following intersections:

- Equestrian Club Road and Pierson Road, and
- Gene Mische Way and Pierson Road.

24-hour directional counts were also collected during this time period on Equestrian Club Road, north of Equestrian Club Estates. The 2013 counts are included in **Appendix B** of the previously submitted **PBIEC Trip Generation Study** dated **July 24, 2013.**

PBIEC can be accessed through two roads along Pierson Road: Equestrian Club Road (to the east) and Gene Mische Way (to the west). Equestrian Club Road also provides access to Equestrian Club Estates, as presented in **Figure 1**. In order to determine PBIEC trip generation, traffic to/from Equestrian Club Estates was subtracted from traffic along Equestrian Club Road. In addition, traffic accessing the site on golf carts and mopeds were added at all three locations (they were not subtracted on Equestrian Club Road) as there is no way of identifying through or pass-by golf cart traffic. The analysis is, therefore, conservative as it includes double counting.

PBIEC operations information was obtained from the owner and is presented in **Exhibit 1**. Data on number of occupied stalls which were rented during the day: permanent, temporary and ship-ins (brought in during the day of the event) are included in the exhibit. In addition, data on number of riders, entries, staff, spectators (during the Saturday night special event), and hours of operations are also included in Exhibit 1. For purposes of the trip generation study, the number of spectators will be used as the independent variable to estimate trip generation rates during a special event.

Special Events Traffic

Special events are usually scheduled on Saturdays at PBIEC. Traffic was analyzed on Saturday, March 16, 2013 to estimate trip generation rates based on spectators attending the event. The analysis is included in the **Appendix** and is summarized as follows:

- The peak hour when the majority of the traffic enters the site to attend the event starts at 6:15 p.m. During this time there are a total of 865 trips generated by the site with 734 vehicles entering and 131 vehicles exiting the site.

- The peak hour when the majority of the traffic exits the site starts at 9:30 p.m. During this time there are a total of 1,039 trips generated by the site with 107 vehicles entering and 932 vehicles exiting the site.

Trip generation rates were calculated based on peak hour traffic generated by PBIEC and the number spectators included in Exhibit 1. The following table presents determination of trip generation rates during special events:

Peak Hour of Special Events Trip Generation Rates

Start Time	Date	Peak Hour Traffic	Spectators	Trip Generation Rate *
18:15	3/16/2013	865	3950	0.22
21:30	3/16/2013	1039	3950	0.26

* Peak Hour Trips per Spectator

The table below was included in the analysis dated July 24, 2013. This table summarizes trip generation rates during a special event on January 21, 2012.

Peak Hour of Special Events Trip Generation Rates

Start Time	Date	Peak Hour Traffic	Spectators	Trip Generation Rate *
17:45	1/21/2012	649	2659	0.24
22:00	1/21/2012	853	2659	0.32

* Peak Hour Trips per Spectator

Based on the information presented above, the average trip generation rate during a special event has been calculated as:

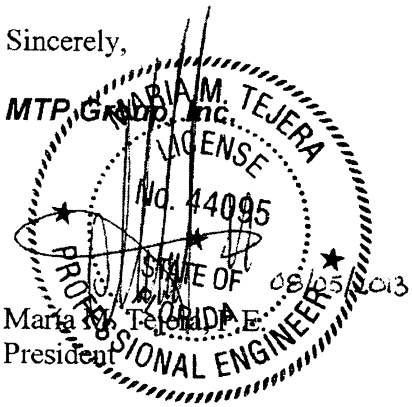
- 0.23 trips per spectator – majority of the traffic entering
- 0.29 trips per spectator – majority of the traffic exiting

The proposed 3,000 spectators at Equestrian Village are expected to generate 690 and 870 peak hour trips using the average trip generation rates presented above. This is significantly lower than the 1,288 and 1,277 peak hour trips included in the traffic study. Considering a worst case scenario and using the highest trip generation rates (0.24 and 0.32), the proposed 3,000 spectators at Equestrian Village are expected to generate 720 and 960 peak hour trips. The Equestrian Village traffic study includes a directional split where 1,270 vehicles enter the site prior to the event and 1,271 exit the site after the event. Once again, it has been shown that using trip generation rates developed from PBIEC, the trip generation of the proposed Equestrian Village is lower than that estimated in the traffic studies.

This analysis has demonstrated, once again, that trip generation used in the Equestrian Village traffic studies is overestimated based on trip generation rates developed from traffic counts collected at PBIEC.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

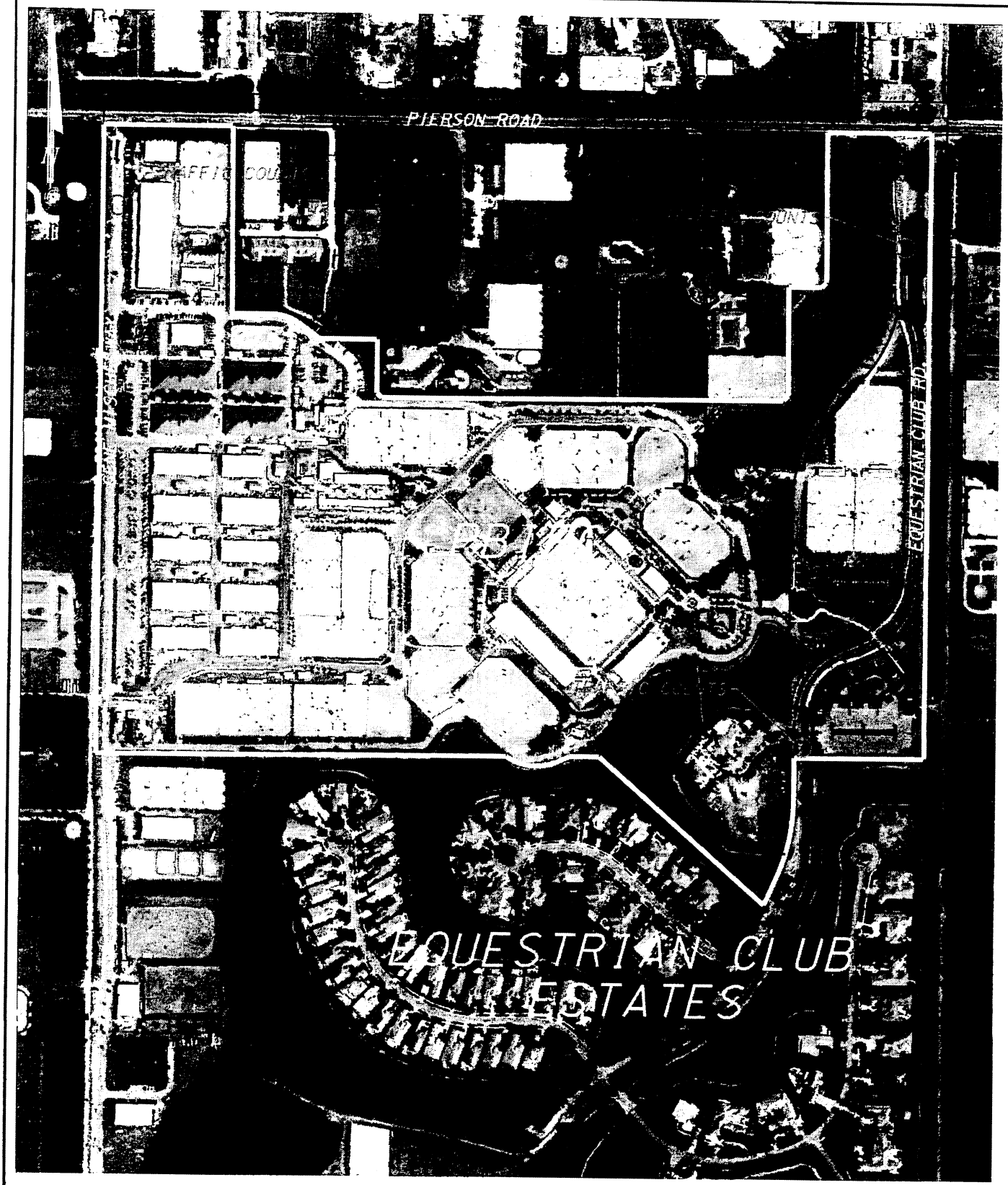
Sincerely,



MTP Group, Inc.
Maria M. Tejera, P.E.
President

Florida Registration Number 44095
Certificate of Authorization Number 6585

Attachments: ***Figure 1***
Exhibit 1
Appendix



PALM BEACH INTERNATIONAL
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FL. REGISTRATION: LB0006837, EB 0007864

FIGURE 1
TRAFFIC COUNT LOCATIONS

PROJ. NO.	13741.38	DATE	07/24/2013
SCALE	1"=400'	SHEET	1 OF 1

EXHIBIT 1

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				4885						

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September 17, 2013

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

RE: Equestrian Village – 2nd Plan Revision
PBC Project#: 130901
Traffic Performance Standards Review

Dear Tim:

The Palm Beach County Traffic Division has reviewed the traffic study for the second revision of a previously approved development plan for the project entitled; **Equestrian Village,** pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code. The project is summarized as follows:

Location:	NE Corner of intersection of Pierson Road with South Shore Boulevard.
PCN:	73-41-44-16-00-000-5030, 73-41-44-16-00-000-5040, 73-41-44-16-00-000-5050, 73-41-44-16-00-000-5060, 73-41-44-16-00-000-5070.
Existing Use:	Vacant
Prev. Approval:	Equestrian Facility W 300 Stable Stalls (PBC # 130609)
Proposed Uses:	Equestrian Facility W 352 Stable Stalls.
New Daily Trips:	1,523
New PH Trips:	218 AM, 205 PM
Build-Out Date:	End of Year 2016

Based on our review, the Traffic Division has determined the second revision of the previously approved development plan meets the Traffic Performance Standards of Palm Beach County. It is however suggested to the Village to require the developer's consultant to provide a review of "traffic circulation and parking" conditions during special events only if the Village determines significant traffic may be generated during these events. No building permits are to be issued by the Village after the build-out date listed above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance. If you have any questions regarding this determination, please contact me at 684-4030 or e-mail me at matefi@pbcgov.org.

Sincerely,

Masoud Atefi, MSCE
TPS Administrator, Municipalities, Traffic Engineering Division

MA:sf
ec: MTP Group, Inc.
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
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