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K-PARK MUPD

Village of Wellington, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Related Ross
360 South Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

JOB NO. 25-024

DATE: 05/14/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/14/25. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.11.18 10:54:44-05'00'

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1.0 SITE DATA

The subject parcel is located in the southwest corner of Stribling Way at State Road 7 and consists of approximately +/- 71 acres in the Village of Wellington, Florida. The Property Control Numbers (PCN) for the subject parcel are 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000. The proposed mixed-use development plan is to consist of the following land uses and intensities:

- 215 Multi-Family Residential DU
- 180 Room Hotel
- 1,750 Student K-12 Private School
- 75,000 SF Office
- 335,000 SF Shopping Plaza (Including +/- 105,000 SF of Restaurant and up to 20,000 SF of outdoor seating area)

The project is estimated to have a build out of 2030 for purposes of the traffic study. Site access is proposed via five total driveway connections on Stribling Way and on State Road 7 and may be summarized as follows:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

For additional information on site layout, please refer to the Master Plan prepared by Urban Design Studio.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Village of Wellington Traffic Performance Standards.

3.0 TRIP GENERATION

Since access is proposed to be shared with the existing Life Church on State Road 7, trips associated with the existing church are included in the traffic study. The traffic generated by the existing church are calculated in accordance with the trip generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division. Table 1 shows the daily traffic generation associated with the existing development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic generated by the existing development may be summarized as follows:

Existing Use

Daily Traffic Generation	=	227 tpd
AM Peak Hour Traffic Generation (In/Out)	=	9 pht (6 In/3 Out)
PM Peak Hour Traffic Generation (In/Out)	=	14 pht (7 In/7 Out)

The traffic generated by the proposed site has been calculated in accordance with the trip generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division. ITE Land Use Code #820 (Shopping Center >150k SF) incorporates restaurant use within the calculated trip generation rate. Therefore, the combined retail and restaurant uses were combined into 335,000 SF of shopping center. The K-12 private school will have multiple staggered periods that will disperse peak traffic over a 2-hour time period. For the AM peak hour trip generation, it is conservatively estimated that a maximum of 1,250 students would arrive during the highest peak hour. Therefore, the AM peak hour trip generation rate was based on 1,250 students. The internal capture rates were taken from the ITE Trip Generation Handbook, 3rd Edition and the NCHRP Report 684. Since no internal capture rates are provided in the ITE/NCHRP for schools, the school internalization was estimated based on engineering judgement.

Table 4 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

Proposed Use

Daily Traffic Generation	=	15,291 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1,378 pht (866 In/512 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1,309 pht (596 In/713 Out)

Table 7 attached to the report shows the net tips associated with the difference between the proposed and existing use and may be summarized as follows:

Net Trips (Proposed – Existing)

Daily Traffic Generation	=	15,064 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1,369 pht (860 In/509 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1,295 pht (589 In/706 Out)

4.0 ROADWAY LINK ANALYSIS

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links until the project traffic was insignificant within the Village of Wellington and a 4-mile radius for roadways outside of the Village.

Area Wide Growth Rate Calculations

The area wide historical growth rates are provided in Table 8 and were calculated based on AADT data from the FDOT from 2019 to 2024. Year 2019 was chosen instead of 2020 or 2021 to avoid traffic volumes influenced by Covid-19. The FDOT printouts for the area wide growth rate calculations are provided in Appendix "G". The area wide growth rate was calculated below 1.0%. Therefore, the overall background growth was determined based on a 1.0% nominal growth plus committed project trips. The committed project trips included approved but unbuilt projects within the TPS database. Some of the notable projects included were Wellington North, Wellington South, Wellington Marketplace, Wellington Sports Academy, Wellington Aquatic Center, Lotis, and many others.

Tables 9-10 (in Appendix A) show the project assignment as well as the applicable Level of Service Standard for each of the roadway links until the project assignment is no longer significant (within Wellington). Note the Village of Wellington Level of Service thresholds were used on all Wellington roadways. All roadway segments in which the project's traffic represented 1.0% or more of the LOS D volume threshold were further analyzed.

Due to the extensive scale of the roadway analysis, traffic counts were derived from several different methods including Palm Beach County roadway link volumes, FDOT segment counts, intersection turning movement counts, and new roadway tube counts. All traffic counts were collected between 2023 and 2025 and consistent with the Village of Wellington Traffic Performance Standards. The majority of traffic counts were collected during peak season conditions and any counts collected outside of the peak season were adjusted based on the FDOT peak season correction factor (PSCF).

As shown in Tables 11-12 (in Appendix A), all significantly impacted links meet the applicable Level of Service standards with the exception of the following roadway segments.

- South Shore Boulevard from Pierson Road to Lake Worth Road as a 2-lane section
- Stribling Way from Forest Hill Boulevard to Fairlane Farms as a 2-lane section
- Stribling Way from Fairlane Farms to Castellina Way as a 2-lane section
- Stribling Way from Castellina Way to State Road 7 as a 2-lane section
- Southern Boulevard from State Road 7 to Lyons Road as an 8-lane section
- Southern Boulevard from Lyons Road to Florida Turnpike as an 8-lane section
- Southern Boulevard from Florida Turnpike to Jog Road as an 8-lane section
- State Road 7 from Lake Worth Road to Lantana Road as a 6-lane section
- State Road 7 from Lantana Road to Hypoluxo Road as a 6-lane section
- Sansbury's Way from Belvedere Road to Southern Boulevard as a 2-lane section
- Lyons Road from Southern Boulevard to Forest Hill Boulevard as a 2-lane section
- Big Blue Trace from Wellington Trace to South Shore Boulevard as a 2-lane section

Many of the above roadways are background failures and do not meet LOS requirements based on existing and background traffic requirements and not a result of the proposed project. Per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing/background failures are not the developer's responsibility. However, the property owner will be required to make proportionate share payments for the following new roadway deficiencies from the proposed project:

- Stribling Way from Forest Hill Boulevard to Fairlane Farms Road – PM Peak Hour
- Stribling Way from Fairlane Farms Road to Castellina Way – PM Peak Hour
- Stribling Way from Castellina Way to State Road 7 – PM Peak Hour
- Big Blue Trace from Wellington Tr to South Shore Blvd – PM Peak Hour
- Southern Boulevard from State Road 7 to Lyons Road – PM Peak Hour

The proportionate share calculations are provided in Appendix "E". With the proportionate share payments, the project meets the applicable requirements of the Wellington Traffic Performance Standards.

5.0 INTERSECTION ANALYSIS

Intersection operational analysis is required at each intersection nearest the project's access point and on any roadway link end in which the roadway has an 80% v/c ratio. Based on these criteria, the following intersections were analyzed.

1. State Road 7 at Stribling Way (signalized)
2. State Road 7 at Lake Worth Road (signalized)
3. Forest Hill Boulevard at State Road 7 (signalized)
4. Stribling Way at Fairlane Farms Road (roundabout)
5. Forest Hill Boulevard at Stribling Way (signalized)
6. South Shore Boulevard at Forest Hill Boulevard (signalized)
7. Wellington Trace S. at Forest Hill Boulevard (signalized)
8. Big Blue Trace at Wellington Trace (signalized)
9. Greenview Shores Boulevard at Wellington Trace (signalized)
10. Big Blue Trace at South Shore Boulevard (signalized)
11. South Shore Boulevard at Greenview Shores Boulevard (signalized)
12. Paddock Drive at Greenview Shores Boulevard (signalized)
13. South Shore Boulevard at Lake Worth Road (signalized)
14. Lake Worth Road at 120th Avenue (TWSC)
15. Stribling Way at Castellina Way (TWSC existing, Roundabout or School Signal proposed)
20. Pierson Road at 120th Avenue (roundabout)
25. Pierson Road at South Shore Boulevard (signalized)

The above intersections have been analyzed using Synchro software with HCM 7th edition results and the printouts are included in Appendix B. Existing signal timing sheets from Palm Beach County Traffic (included in Appendix C) were used in the analysis and signal timing splits were optimized as applicable. The intersections of State Road 7 at the main driveway entrance and Stribling Way at the mixed-use full access entrance were also analyzed in the total traffic conditions. Note the intersection of State Road 7 at Lake Worth Road is not within the Village of Wellington boundary and therefore was analyzed using the Critical Movement Analysis (CMA) methodology per Palm Beach County Traffic requirements. The intersection of Stribling Way at Castellina Way/school entrance is currently being considered for a roundabout or a school traffic signal. A roundabout is the preferred option but would require right-of-way from the Castellina HOA that has not been agreed to at this time. Therefore, both the roundabout and school traffic signal were analyzed in this report. The results of the analysis are summarized as follows:

5.0 INTERSECTION ANALYSIS (CONTINUED)

Table 13
Intersection Analysis – Existing Lane Geometry

	Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
			Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7	AM	78.4	E	119.4	F
		PM	84.8	F	87.8	F
2	Lake Worth Road at State Road 7*	AM	1,570 – CMA	Over	1,582 – CMA	Over
		PM	1,541 - CMA	Over	1,572 - CMA	Over
3	Forest Hill Boulevard at State Road 7	AM	87.7	F	93.3	F
		PM	90.7	F	101.3	F
4	Stribling Way at Fairlane Farms Road	AM	13.3	B	23.1	C
		PM	25.5	D	48.4	E
5	Forest Hill Boulevard at Stribling Way	AM	19.1	B	22.1	C
		PM	39.0	D	45.7	D
6	South Shore Boulevard at Forest Hill Boulevard	AM	49.5	D	55.2	E
		PM	64.9	E	78.5	E
7	Wellington Trace S. at Forest Hill Boulevard	AM	28.4	C	30.0	C
		PM	26.8	C	28.6	C
8	Big Blue Trace at Wellington Trace	AM	33.5	C	35.1	D
		PM	45.2	D	47.7	D
9	Greenview Shores Boulevard at Wellington Trace	AM	52.5	D	54.9	D
		PM	39.5	D	43.0	D
10	Big Blue Trace at South Shore Boulevard	AM	41.2	D	48.9	D
		PM	56.7	E	63.2	E
11	South Shore Boulevard at Greenview Shores Boulevard	AM	48.9	D	52.8	D
		PM	37.0	D	37.9	D
12	Paddock Drive at Greenview Shores Boulevard	AM	8.3	A	8.4	A
		PM	9.1	A	9.4	A
13	South Shore Boulevard at Lake Worth Road	AM	24.8	C	25.5	C
		PM	49.3	D	51.4	D
14	Lake Worth Road at 120th Avenue (Southbound)	AM	261.8	F	414.4	F
		PM	-	F	-	F
15	Stribling Way at Castellina Way (SB Approach for Background)	AM	35.7	E	n/a	n/a
		PM	96.3	F	n/a	n/a
16	SR 7 at Main Driveway Entrance	AM	n/a	n/a	7.0	A
		PM	n/a	n/a	7.6	A
20	Pierson Road at 120th Avenue	AM	5.3	A	5.6	A
		PM	7.0	A	7.4	A
25	South Shore Boulevard at Pierson Road	AM	25.3	C	26.0	C
		PM	-	-	-	-

*Intersection of Lake Worth Road at State Road 7 analyzed using the Critical Movement Analysis (CMA)

5.0 INTERSECTION ANALYSIS (CONTINUED)

As shown above, several intersections have background failures. Per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing/background failures are not the developer's responsibility.

Table 14
Intersection Analysis – With Improvements

	Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
			Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7 (2nd NBL, 2nd EBR, 2nd EBL)*	AM	51.7	D	54.5	D
		PM	51.0	D	47.3	D
2	Lake Worth Road at State Road 7 (3rd NBL, 3rd EBT, 3rd WBL, 3rd WBT)**	AM	1,358 - CMA	D	1,395 - CMA	D
		PM	1,291 - CMA	D	1,322 - CMA	D
3	Forest Hill Boulevard at State Road 7 (Several Improvements)***	AM	47.1	D	54.3	D
		PM	52.0	D	54.3	D
4	Stribling Way at Fairlane Farms Road (2 NB Lanes: 1 NBL, 1 NBT)	AM	-	-	-	-
		PM	12.5	C	16.5	C
6	South Shore Boulevard at Forest Hill Boulevard (Convert EBR turn lane into shared EBT/EBR lane)****	AM	39.3	D	43.3	D
		PM	49.0	D	52.9	D
10	Big Blue Trace at South Shore Boulevard (Add 2nd SBL turn lane)	AM	-	-	-	-
		PM	29.1	C	30.9	C
14	Lake Worth Road at 120th Avenue (Signalized)	AM	19.4	A	20.2	C
		PM	32.9	C	39.7	D
15	Stribling Way at Castellina Way (Traffic Signal)	AM	n/a	n/a	26.1	C
		PM	n/a	n/a	19.7	B
15	Stribling Way at Castellina Way (Roundabout)	AM	n/a	n/a	9.9	A
		PM	n/a	n/a	13.6	B
16	SR 7 at Main Driveway Entrance (Proposed Geometry)	AM	n/a	n/a	7.0	A
		PM	n/a	n/a	7.6	A

*Stribling Way at State Road 7: Background improvements consist of 2nd NBL, 2nd EBR and 2nd WBL. For the Total traffic conditions, the 2nd WBL was changed to a 2nd EBL.
**Intersection of Lake Worth Road at SR 7 analyzed using the Critical Movement Analysis
***Intersection of Forest Hill Boulevard at State Road 7 requires an additional intersection improvement in the total traffic conditions for the PM peak hour which will require proportionate share
****Improvement at the intersection of South Shore Boulevard at Forest Hill Boulevard requires a proportionate share during the AM peak hour but is a background failure for the PM peak hour.

5.0 INTERSECTION ANALYSIS (CONTINUED)

The improvements shown above for the background conditions are the minimum required to meet LOS D requirements with the exception of the following intersections:

1. Stribling Way at Fairlane Farms in the PM Peak Hour
2. Forest Hill Boulevard at State Road 7 in the PM Peak Hour
3. Forest Hill Boulevard at South Shore Boulevard in the AM Peak Hour

The above three intersections will require a proportionate share payment. With the background and mitigation improvements shown above, the proposed development meets LOS D requirements. See Appendix E for proportionate share calculations.

The intersection of Stribling Way at State Road 7 shows an improvement in overall delay and Level of Service for the total traffic conditions during the PM Peak Hour. This is due to the signal coordination and progression caused by adding the proposed traffic signal at the main driveway entrance. A separate analysis is also provided in Appendix B which includes both a second eastbound left turn lane and second westbound left turn lane (along with the required improvements) for the total traffic conditions on Stribling Way at State Road 7. This is provided for information purposes and not proposed as the second westbound left turn lane is not required to meet LOS D thresholds in the total traffic conditions.

The improvements required for Forest Hill Boulevard and State Road 7 match the improvements identified in the approved Wellington South traffic study for the AM peak hour. For the PM peak hour analysis, an additional northbound left turn lane was also required for the background conditions and an additional westbound left turn lane was required for the total traffic conditions. Due to high existing traffic volumes and long cycle length of this intersection, it was necessary to reduce the cycle length for traffic analysis purposes.

A back of queue analysis was also conducted for the intersections of State Road 7 at Stribling Way and several of the site driveways. The results of the analysis are provided below.

Table 15
Stribling Way at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	288	400
	PM	360	
Eastbound Through	AM	275	N/A
	PM	515	
Eastbound Right	AM	543	490 (double)/ 840 (single)
	PM	305	
Northbound Left	AM	278	585
	PM	413	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington, Palm Beach County, and FDOT. The storage lengths provided are based on preliminary design.

Table 16
Signalized Main Entrance at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	130	240
	PM	190	
Eastbound Right	AM	213	240
	PM	213	
Southbound Right	AM	25	305
	PM	25	
Northbound Left	AM	295	325
	PM	205	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington and FDOT. The storage lengths provided are based on preliminary design.

Table 17
Internal Roundabout West of State Road 7– 95th Percentile Queues

Approach	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound	AM	25	N/A
	PM	25	
Westbound	AM	50	250
	PM	25	
Northbound	AM	25	N/A
	PM	25	
Southbound	AM	25	N/A
	PM	25	

Table 18
Stribling Way at Retail Entrance – 95th Percentile Queues

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length (ft)
Westbound Left	AM	25	280
	PM	25	
Northbound Left	AM	25	N/A
	PM	195	
Northbound Right	AM	25	200
	PM	85	

Table 19
Stribling Way at Castellina Way/School Entrance– 95th Percentile Queues
Roundabout Alternative

Approach	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound	AM	75	N/A
	PM	75	
Westbound	AM	100	N/A
	PM	300	
Northbound	AM	75	N/A
	PM	25	
Southbound	AM	25	N/A
	PM	25	

Table 20
Stribling Way at Castellina Way/School Entrance– 95th Percentile Queues
School Traffic Signal Alternative

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound Right	AM	25	160
	PM	25	
Westbound Left	AM	33	280
	PM	25	
Northbound Left/Through	AM	118	300
	PM	40	
Northbound Right	AM	100	300
	PM	78	

6.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance(s) for the overall development are shown in Tables 5 and 6 attached with this report and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM	=	915 / 540
PM	=	723 / 863

Figures 2-5 present the AM and PM peak turning movement volume assignments at the project driveways based on the directional distributions. Site access is proposed via a total of five driveway connections to Stribling Way and State Road 7. The proposed driveways may be summarized as follows:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

7.0 CONCLUSION

The proposed project will result in 15,064 net daily trips, 1,369 net AM peak hour trips, and 1,295 net PM peak hour trips. The traffic analysis demonstrates the proposed development meets the requirements of both the Palm Beach County Traffic Performance Standards and the Village of Wellington Traffic Performance Standards with the following conditions:

1. Proportionate Share Payment for the widening of Stribling Way from State Road 7 to Forest Hill Boulevard to four lanes.
2. Proportionate Share Payment for the widening of Big Blue Trace from Wellington Trace to South Shore Boulevard to four lanes.
3. Proportionate Share Payment for widening of Southern Boulevard from State Road 7 to Lyons Road to 8+ lanes.
4. Proportionate Share Payment for an additional northbound lane (1 left turn lane and one through lane) at the roundabout of Stribling Way at Fairlane Farms Road.
5. Proportionate Share Payment for an additional intersection improvement at Forest Hill Boulevard at State Road 7.
6. Proportionate Share Payment for an additional eastbound through lane at the intersection of Forest Hill Boulevard at South Shore Boulevard.
7. Proposed roundabout or school traffic signal at the school entrance/Castellina Way and Stribling Way.
8. Proposed traffic signal at State Road 7 main entrance including two northbound left turn lanes and two eastbound left turn lanes.
9. Turn lanes at project entrances documented above.

The applicant will further coordinate the above traffic mitigation requirements and timing with the Village.

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K-PARK MUPD

EXISTING DEVELOPMENT

04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	31,396	S.F.	7.6			239		0	239	5%	12	227
			Grand Totals:				**239**	**0.0%**	**0**	**239**	**5%**	**12**	**227**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	31,396	S.F.	0.32	0.62	0.38	6	4	10	0.0%	0	0	0	6	4	10	5%	1	6	3	9
			Grand Totals:				**6**	**4**	**10**	**0.0%**	**0**	**0**	**0**	**6**	**4**	**10**	**10%**	**1**	**6**	**3**	**9**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	31,396	S.F.	0.49	0.44	0.56	7	8	15	0.0%	0	0	0	7	8	15	5%	1	7	7	14
			Grand Totals:				**7**	**8**	**15**	**0.0%**	**0**	**7**	**0**	**7**	**1**	**15**	**7%**	**1**	**7**	**7**	**14**

Notes:
Church Square Footage taken from PBC Property Appriaser Website

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PROPOSED DEVELOPMENT

04/30/2025
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TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	4.54			976	13.9%	135	841	0%	0	841
Hotel	310	180	Rooms	7.99			1,438	13.3%	191	1,247	10%	125	1,122
Private School (K-12)	532	1,750	Students	2.48			4,340	8.5%	369	3,971	0%	0	3,971
Church/Synagogue[b]	560	31,396	S.F.	7.6			239	10.0%	24	215	5%	11	204
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	10.84			813	17.2%	139	674	10%	67	607
Shop Center (>150ksf)	820	335,000	S.F.	37.01			12,398	9.3%	1,153	11,245	24%	2,699	8,546
			Grand Totals:				**20,204**	**10.0%**	**2,011**	**18,193**	**16%**	**2,902**	**15,291**

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	0.37	0.23	0.77	18	62	80	7.5%	1	5	6	17	57	74	0%	0	17	57	74
Hotel	310	180	Rooms	0.46	0.56	0.44	46	37	83	9.6%	0	8	8	46	29	75	10%	8	41	26	67
Private School (K-12)	532	1,250	Students	0.79	0.63	0.37	622	366	988	3.2%	9	23	32	613	343	956	0%	0	613	343	956
Church/Synagogue[b]	560	31,396	S.F.	0.32	0.62	0.38	6	4	10	10.0%	1	0	1	5	4	9	5%	0	5	4	9
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	1.52	0.88	0.12	100	14	114	15.8%	13	5	18	87	9	96	10%	10	78	8	86
Shop Center (>150ksf)	820	335,000	S.F.	0.84	0.62	0.38	174	107	281	12.8%	27	9	36	147	98	245	24%	59	112	74	186
			Grand Totals:				**966**	**590**	**1,556**	**6.5%**	**51**	**50**	**101**	**915**	**540**	**1,455**	**5%**	**77**	**866**	**512**	**1,378**

TABLE 6 - PM Peak Hour Traffic Generation

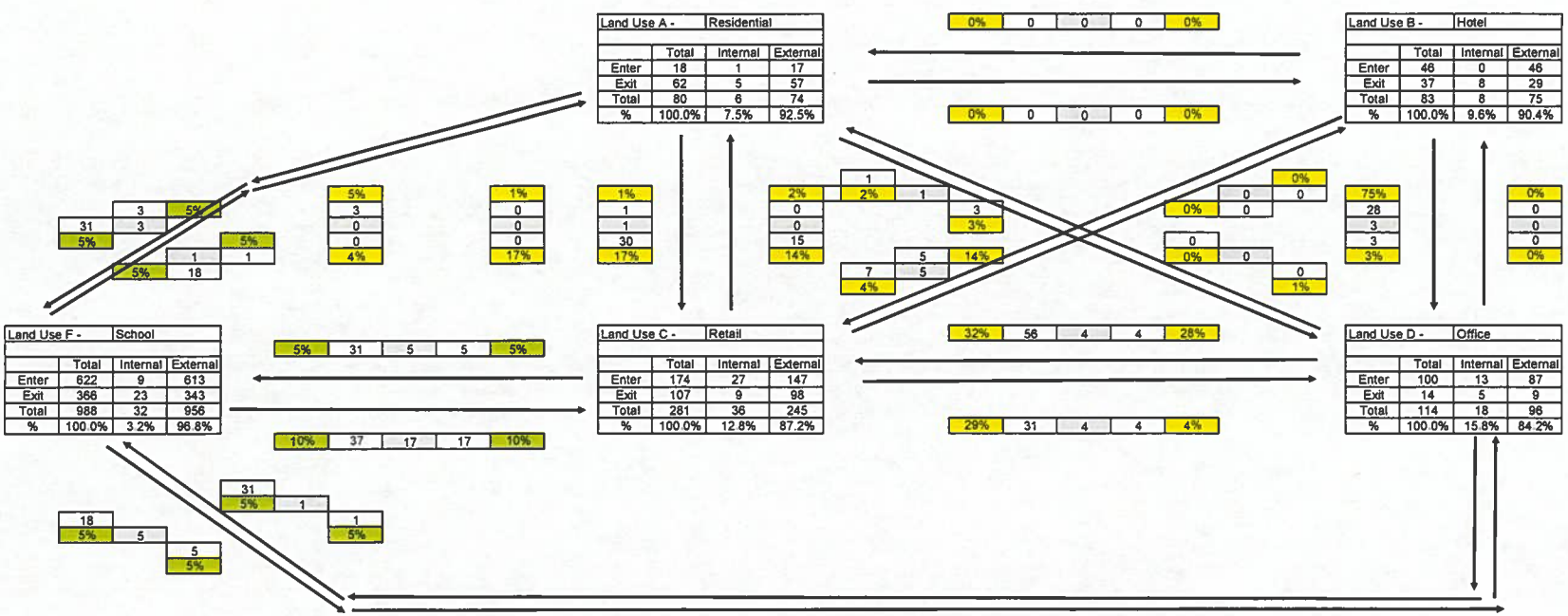
Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	0.39	0.61	0.39	51	33	84	20.2%	10	7	17	41	26	67	0%	0	41	26	67
Hotel	310	180	Rooms	0.59	0.51	0.49	54	52	106	17.0%	10	8	18	44	44	88	10%	9	40	39	79
Private School (K-12)	532	1,750	Students	0.17	0.43	0.57	128	170	298	13.8%	20	21	41	108	149	257	0%	0	108	149	257
Church/Synagogue[b]	560	31,396	S.F.	0.49	0.44	0.56	7	8	15	10.0%	1	1	2	6	7	13	5%	1	6	6	12
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	1.44	0.17	0.83	18	90	108	18.5%	4	16	20	14	74	88	10%	9	13	66	79
Shop Center (>150ksf)	820	335,000	S.F.	3.4	0.48	0.52	547	592	1,139	5.8%	37	29	66	510	563	1,073	24%	258	388	427	815
			Grand Totals:				**805**	**945**	**1,750**	**9.4%**	**82**	**82**	**164**	**723**	**863**	**1,586**	**17%**	**277**	**596**	**713**	**1,309**

Notes:
Due to multiple staggered start times, it is estimated that a maximum of 1,250 students would arrive within the one-hour peak. Therefore, the AM peak hour trip generation was adjusted to 1,250 students.
Shopping Center rates include restaurant use per ITE. Approximately 105,000 SF of the 335,000 SF is anticipated to be restaurant. Additionally up to 20,000 SF of outdoor seating area is included in the total.

K-PARK MUPD

04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

AM PEAK



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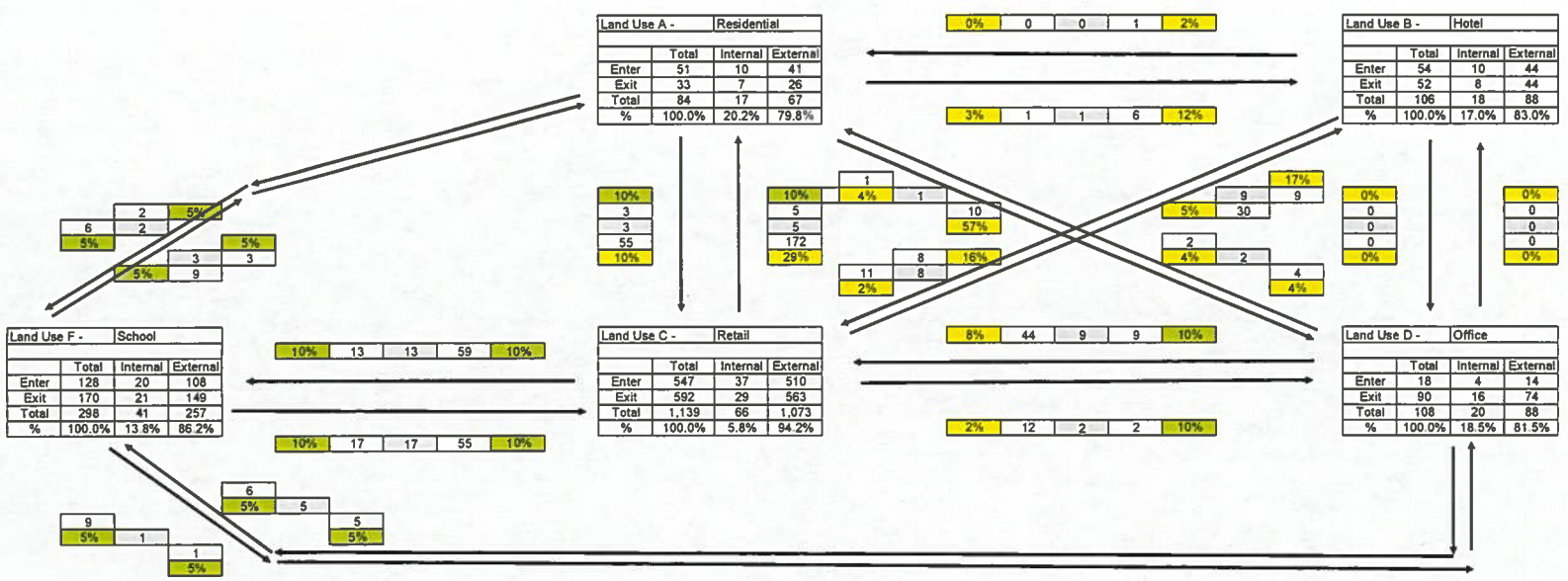
04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

K-PARK MUPD

PM PEAK



Note: PM residential and some retail and office internal captures manually lowered to be conservative. All manual changes are highlighted in green.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

K-PARK MUPD

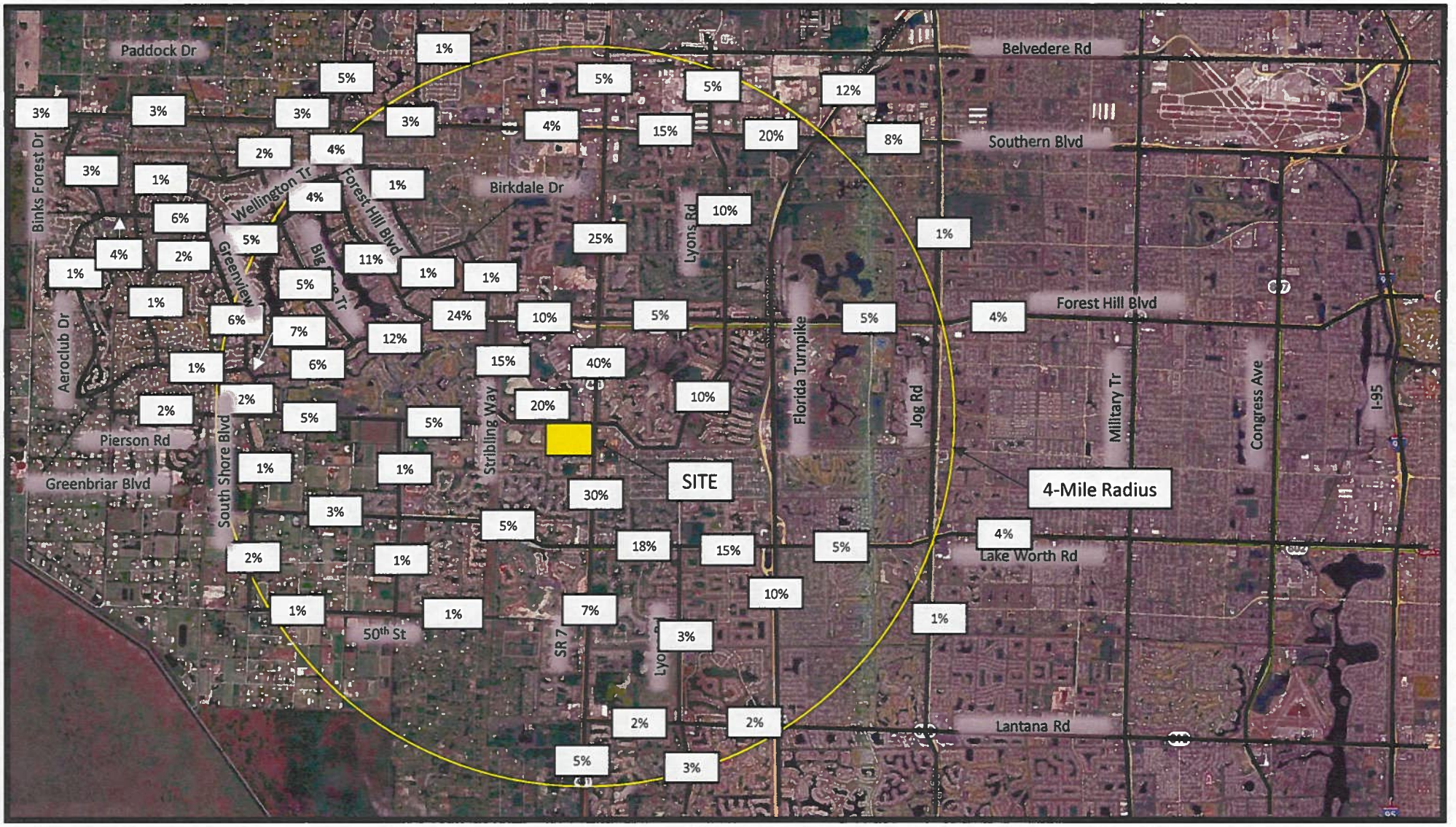
04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	227	9	6	3	14	7	7
PROPOSED DEVELOPMENT =	15,291	1,378	866	512	1,309	596	713
DIFFERENCE =	**15,064**	**1,369**	**860**	**509**	**1,295**	**589**	**706**

X:\Documents\PROJECTS\2025\25-024 K-Park\K-Park Traffic Calcs.rev6
BK

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING



igure 1 - Trip Distribution
-Park
roject # 25-024

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

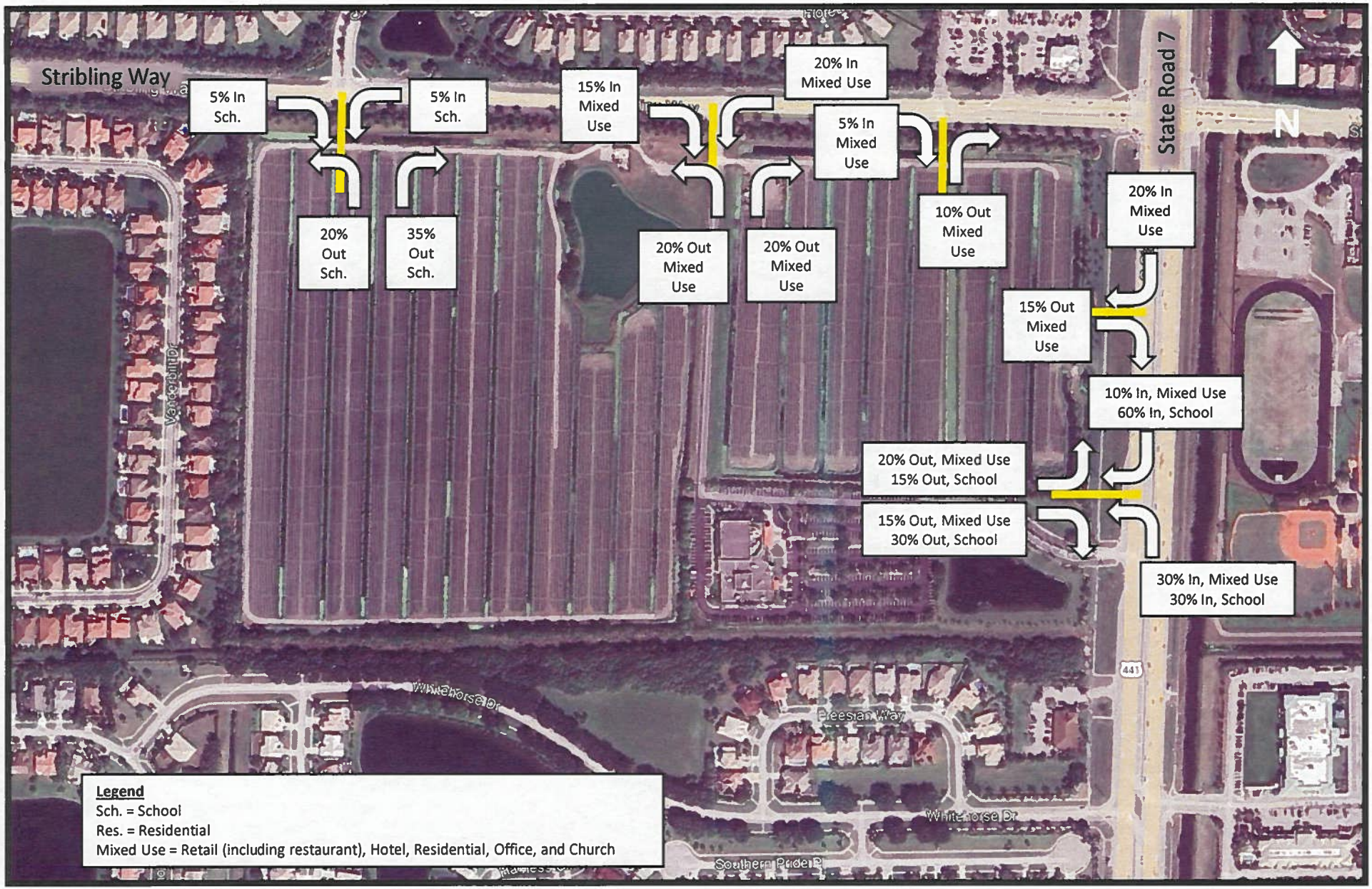


Figure 2 - Driveway Volumes
K-Park
Project # 25-024

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

December 4, 2025

Wellington Planning and Zoning
12300 Forest Hill Boulevard
Wellington, Florida 33414

Attention: Ms. Kelly Ferraiola, AICP

Reference: K-Park Traffic Analysis Supplemental Analysis
Village of Wellington, Florida

Dear Ms. Ferraiola:

This letter serves as a supplemental traffic analysis to the K-Park MUPD Traffic Impact Statement dated November 14, 2025.

An additional roadway segment analysis has been completed for the AM Peak Hour for the following roadway segments:

1. Wellington Trace between Forest Hill Boulevard N. and Birkdale Drive
2. Wellington Trace between Birkdale Drive and Forest Hill Boulevard S.
3. Aero Club Rd from Binks Forest Drive to Greenbriar Boulevard
4. Birkdale Road from Forest Hill Boulevard and Wellington Trace

The above roadways are owned and maintained by the Village of Wellington. The K-Park development project trips for the above intersections may be summarized below:

Table 1
AM Peak Hour Project Significance

Roadway	Dir.	In/Out	K-Park Trips	LOS D Capacity	Project % Impact	Sign. (Yes/No)
Wellington Trace between Forest Hill Blvd N. and Birkdale Drive	EB	Out	5	880	0.6%	No
	WB	In	9	880	1.0%	Yes
Wellington Trace between Birkdale Drive and Forest Hill Blvd S.	EB	Out	5	880	0.6%	No
	WB	In	9	880	1.0%	Yes
Aero Club Rd from Binks Forest Dr to Greenbriar Blvd	EB	In	9	880	1.0%	Yes
	WB	Out	5	880	0.6%	No
Birkdale Rd from Forest Hill Blvd to Wellington Tr	NB	Out	5	880	0.6%	No
	SB	In	9	880	1.0%	Yes

As shown above in Table 1, the proposed development results in a 1% impact to the each of the roadway segments for the AM inbound direction. The existing volumes for the significantly impacted roadway segments are shown below in Table 2.

Table 2
AM Peak Hour Existing Volumes

Roadway	Dir.	Existing Volume	LOS D Capacity	v/c ratio	Meets LOS? (Yes/No)
Wellington Trace between Forest Hill Blvd N. and Birkdale Drive	WB	446	880	0.51	Yes
Wellington Trace between Birkdale Drive and Forest Hill Blvd S.	WB	331	880	0.38	Yes
Aero Club Rd from Binks Forest Dr to Greenbriar Blvd	EB	220	880	0.25	Yes
Birkdale Rd from Forest Hill Blvd to Wellington Tr	SB	148	880	0.17	Yes

As shown above, the existing AM peak hour traffic on the subject roadways are substantially below the LOS D volume thresholds. Therefore, the roadways will continue to meet LOS D thresholds with the inclusion of the proposed development project and with background traffic. It should be noted the majority of the counts above were derived from intersection counts and are likely conservative. For example, Wellington Trace just east of Forest Hil Boulevard N. is likely overstated due to the old Wellington Mall being located at the corner. Historical traffic counts collected by the Village of Wellington midsegment show significantly lower counts on Wellington Trace. The count data utilized in Table 2 is attached to this letter for reference. Additionally, the 2022 Village of Wellington traffic counts are also provided for informational purposes. However, more recent data was utilized for the analysis.

In addition to the roadway segment analysis, the intersection of State Road 7 at Stribling Way has been analyzed. The results of the overall intersection analysis and the projected 95th percentile queues are provided below.

Table 3
Intersection Analysis – With Improvements

Intersection		Peak Hour	Total Traffic Conditions	
			Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7 (2nd NBL, 2nd EBR, 2nd EBL)	AM	54.7	D
		PM	47.4	D

Table 4
Stribling Way at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	270	400
	PM	360	
Eastbound Through	AM	283	N/A
	PM	515	
Eastbound Right	AM	620	490 (double)/ 840 (single)
	PM	305	
Northbound Left	AM	300	585
	PM	413	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington, Palm Beach County, and FDOT. The storage lengths provided are based on preliminary design.

Based on this supplemental traffic analysis, the results and conclusions documented in the K-Park MUPD Traffic Impact Statement dated November 14, 2025, remain the same. Please let us know if you have any questions or require additional information.

Sincerely,

SIMMONS & WHITE, INC.

Bryan G. Kelley, P.E.
Vice President

ENCLOSURES

BGK x:/docs/miscltr/Kelley/25024.kelly

CMA INTERSECTION ANALYSIS

K-PARK MUPD

17 - WELLINGTON TRACE AT FOREST HILL BOULEVARD

INPUT DATA

Comments: USED FOR FOREST HILL COUNTS N. OF WELLINGTON TRACE

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2030

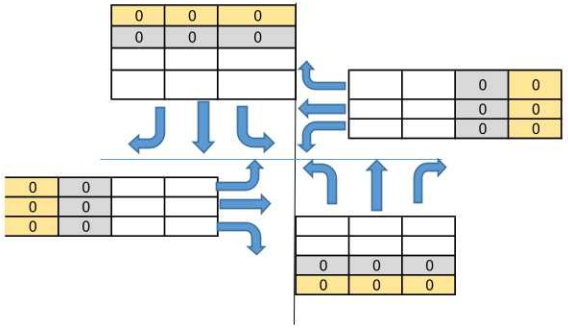
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	188	787	14	305	1221	390	858	669	124	48	96	302	5002	Existing Total

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

Forest Hill Blvd N. of Wellington Tr

AM NB 1947

SB 1916

Wellington Tr E. of Forest Hill Blvd

AM

WB 446

CMA INTERSECTION ANALYSIS

K-PARK MUPD

7 - WELLINGTON TRACE S. AT FOREST HILL BOULEVARD

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.11 Current Year = 2024 Buildout Year = 2030

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	28	808	181	41	999	14	18	11	3	250	6	42	2401	Existing Total
Peak Season Adjustment	3	89	20	5	110	2	2	1	0	28	1	5		
Background Traffic Growth	2	55	12	3	68	1	1	1	0	17	0	3	164	BG Total
1.0% Background Growth	2	55	12	3	68	1	1	1	0	17	0	3	339	1% + MP Total
Major Projects Traffic	0	92	13	0	58	0	0	0	0	12	0	0		
Background Traffic Used	2	147	25	3	126	1	1	1	0	29	0	3		
2030 Background Traffic	33	1044	226	48	1235	16	21	13	4	307	7	49		
Project Traffic	0	56	5	0	95	0	0	0	0	9	0	0		
Total	**33**	**1100**	**231**	**48**	**1330**	**16**	**21**	**13**	**4**	**316**	**7**	**49**		
Approach Total		**1,364**			**1,395**			**38**			**372**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	2	1	1	2	<	1	1	<	1	1	<
Per Lane Volume	33	550	231	48	668	0	21	16	0	316	47	0
Right on Red			60			0			0			0
Overlaps Left			316			21			0			0
Adj. Per Lane Volume	33	550	0	48	668	0	21	16	0	316	47	0
Through/Right Volume		550			668			16			47	
Opposing Left Turns		48			33			316			21	
Critical Volume for Approach		598			701			332			68	
Critical Volume for Direction		701						332				
Intersection Critical Volume	**1,033**											
STATUS?	**UNDER**											

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

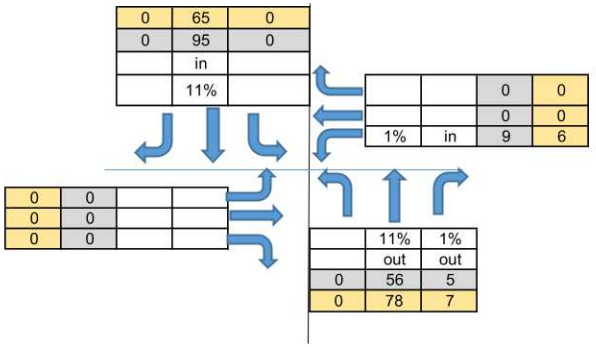
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	27	1089	161	46	1037	22	73	45	21	182	8	29	2740	Existing Total
Peak Season Adjustment	3	120	18	5	114	2	8	5	2	20	1	3		
Background Traffic Growth	2	74	11	3	71	2	5	3	1	12	1	2	187	BG Total
1.0% Background Growth	2	74	11	3	71	2	5	3	1	12	1	2	349	1% + MP Total
Major Projects Traffic	0	53	11	1	83	0	0	0	0	13	0	1		
Background Traffic Used	2	127	22	4	154	2	5	3	1	25	1	3		
2030 Background Traffic	32	1336	201	55	1305	26	86	53	25	227	9	35		
Project Traffic	0	78	7	0	65	0	0	0	0	6	0	0		
Total	**32**	**1414**	**208**	**55**	**1370**	**26**	**86**	**53**	**25**	**233**	**9**	**35**		
Approach Total		**1,654**			**1,451**			**164**			**278**			

Critical Volume Analysis

No. of Lanes	1	2	1	1	2	<	1	1	<	1	1	<
Per Lane Volume	32	707	208	55	693	0	86	78	0	233	35	0
Right on Red			60			0			0			0
Overlaps Left			233			86			0			0
Adj. Per Lane Volume	32	707	0	55	693	0	86	78	0	233	35	0
Through/Right Volume		707			693			78			35	
Opposing Left Turns		55			32			233			86	
Critical Volume for Approach		762			725			311			121	
Critical Volume for Direction		762						311				
Intersection Critical Volume	**1,073**											
STATUS?	**UNDER**											

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



Wellington Trace E. of Forest Hill Blvd
AM
WB 331

CMA INTERSECTION ANALYSIS

K-PARK MUPD

18 - BINKS FOREST DRIVE AT GREENVIEW SHORES BLVD

INPUT DATA

Comments: USED FOR BINKS FOREST AND GREENVIEW SHORES COUNTS

Growth Rate = 1.00% Peak Season = 1.09 Current Year = 2024 Buildout Year = 2030

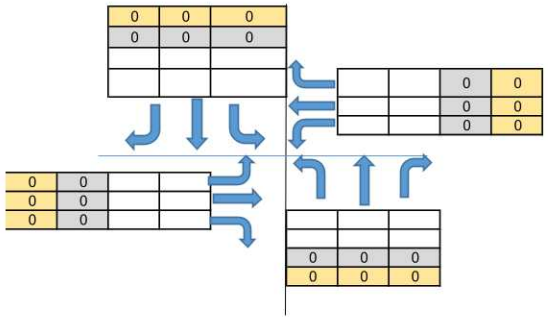
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	0	0	0	422	0	78	145	57	0	0	45	402	1149	Existing Total
Peak Season Adjustment	0	0	0	38	0	7	13	5	0	0	4	36		

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

Binks Forest Dr N. of Greenview Shores Blvd
AM NB 596
SB 545

Aero Club Road W. of Binks Forest Drive
AM EB 220

Greenview Shores Blvd E. of Binks Forest Dr
AM EB 522
WB 487

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	0	0	0	391	0	164	82	73	0	0	83	430	1223	Existing Total
Peak Season Adjustment	0	0	0	35	0	15	7	7	0	0	7	39		

Binks Forest Dr N. of Greenview Shores Blvd
PM NB 558
SB 605

Greenview Shores Blvd E. of Binks Forest Dr
PM EB 506
WB 559

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

BIRKDALE DRIVE & WELLINGTON TRACE
WELLINGTON, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : WT & BD 12th
Site Code : 220144
Start Date : 9/12/2022
Page No : 1

NOT COUNTED

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	WELLINGTON TRACE From North					BIRKDALE DRIVE From East					WELLINGTON TRACE From South					BIRKDALE DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	17	0	32	0	6	1	38	45	0	4	44	11	59	0	3	1	5	9	145
07:15 AM	0	19	27	0	46	0	11	0	34	45	0	0	48	23	71	0	1	1	0	2	164
07:30 AM	0	14	50	0	64	0	19	0	38	57	0	0	69	28	97	0	1	2	0	3	221
07:45 AM	0	6	68	0	74	0	14	1	29	44	0	1	75	11	87	0	3	1	3	7	212
Total	0	54	162	0	216	0	50	2	139	191	0	5	236	73	314	0	8	5	8	21	742
02:00 PM	0	17	19	0	36	0	12	1	18	31	0	0	24	11	35	0	1	1	1	3	105
02:15 PM	0	11	25	0	36	0	11	3	32	46	0	0	31	10	41	0	0	3	2	5	128
02:30 PM	0	18	15	0	33	0	5	4	25	34	0	2	37	6	45	0	0	0	4	4	116
02:45 PM	0	11	25	0	36	0	6	4	29	39	0	2	27	4	33	0	1	1	0	2	110
Total	0	57	84	0	141	0	34	12	104	150	0	4	119	31	154	0	2	5	7	14	459
Grand Total	0	111	246	0	357	0	84	14	243	341	0	9	355	104	468	0	10	10	15	35	1201
Apprch %	0	31.1	68.9	0		0	24.6	4.1	71.3		0	1.9	75.9	22.2		0	28.6	28.6	42.9		
Total %	0	9.2	20.5	0	29.7	0	7	1.2	20.2	28.4	0	0.7	29.6	8.7	39	0	0.8	0.8	1.2	2.9	
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	98.2	97.6	0	97.8	0	98.8	100	97.5	97.9	0	100	98.3	99	98.5	0	100	80	100	94.3	98
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	1.8	2.4	0	2.2	0	1.2	0	2.5	2.1	0	0	1.7	1	1.5	0	0	20	0	5.7	2

Volume not counted because camera position had been moved.

AM EB = 132 x 1.12 = 148
AM WB = 191 x 1.12 = 214

Exhibit 3A
Wellington Speed and Count Study
Traffic Volume and Growth - Weekday

FOR INFORMATIONAL PURPOSES ONLY - NOT USED FOR ANALYSIS

Loc #	Road	From	To	Lanes	Daily Traffic Volumes			2022 AM Peak Hour [2]		2022 PM Peak Hour [2]	
					2018 [1]	2022 [2]	4-Yr Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB
1	Flying Cow Ranch Road	Southern Boulevard	1 Mile South	2L	1,708	1,782	1.07% /Year	51	84	83	87
2	Flying Cow Ranch Road	1 Mile South	Rustic Road	2L	N/A	1,784	/Year	50	84	77	75
3	Binks Forest Drive	Southern Boulevard	Greenview Shores Boulevard	4LD	13,181	13,373	0.36% /Year	749	575	589	600
4	Aero Club Drive	Binks Forest Drive	Greenbriar Boulevard	2L	5,817	4,098	-8.38% /Year	115	213	194	150
5	Greenbriar Boulevard	Aero Club Drive	Greenview Shores Boulevard	2L	6,301	2,999	-16.94% /Year	192	167	216	168
6	Greenview Shores Boulevard	Binks Forest Drive	Wellington Trace	4LD	13,212	13,082	-0.25% /Year	484	430	651	608
7	Greenview Shores Boulevard	Wellington Trace	South Shore Boulevard	4LD	19,343	16,708	-3.59% /Year	641	824	722	731
8	Wellington Trace	Greenview Shores Boulevard	Big Blue Trace	4LD	24,104	23,493	-0.64% /Year	875	788	963	996
9	Wellington Trace	Big Blue Trace	Forest Hill Boulevard (North)	4LD	21,732	22,600	0.98% /Year	963	783	885	1,027
10	Wellington Trace	Forest Hill Boulevard (North)	Forest Hill Boulevard (South)	2L	6,033	5,900	-0.56% /Year	343	224	306	271
11	Paddock Drive	Greenview Shores Boulevard	Big Blue Trace	2L	2,438	2,667	2.27% /Year	120	110	187	131
12	Big Blue Trace	Southern Boulevard	Wellington Trace	2L/4L	11,465	8,443	-7.36% /Year	436	390	336	394
13	Big Blue Trace	Wellington Trace	South Shore Boulevard	2L	11,760	11,565	-0.42% /Year	271	506	481	480
14	Forest Hill Boulevard	Southern Boulevard	Wellington Trace	6LD	39,502	47,545	4.74% /Year	1,441	2,368	1,768	2,220
15	Forest Hill Boulevard [3]	Wellington Trace	South Shore Boulevard	4LD/6LD	30,258	28,664	-1.34% /Year	930	1,215	1,248	1,275
16	Forest Hill Boulevard	South Shore Boulevard	SR 7	6LD	49,836	53,987	2.02% /Year	2,546	1,622	2,330	2,202
17	Birkdale Drive	Forest Hill Boulevard	Wellington Trace	2L	4,229	3,303	-5.99% /Year	113	211	239	98
18	Stribling Way	Forest Hill Boulevard	Pierson Road	2L	13,259	13,303	0.08% /Year	265	799	610	651
19	Stribling Way	Pierson Road	SR 7	2L	16,078	14,618	-2.35% /Year	737	443	743	670
20	Stribling Way	SR 7	Lyons Road	2L	5,613	6,315	2.99% /Year	467	437	408	250
21	South Shore Boulevard [3]	Forest Hill Boulevard	Greenview Shores Boulevard	4LD	26,302	14,057	-14.50% /Year	639	716	627	501
22	South Shore Boulevard	Greenview Shores Boulevard	Pierson Road	4LD	23,417	19,837	-4.06% /Year	528	875	986	688
23	South Shore Boulevard	Pierson Road	Lake Worth Road	2LD	18,764	16,444	-3.25% /Year	486	733	816	598
24	40th Street South	Palm Beach Point Boulevard	Lake Worth Road	2L	N/A	2,187	/Year	39	94	131	78
25	Lake Worth Road	South Shore Boulevard	120th Avenue South	2L	12,936	11,164	-3.62% /Year	469	398	457	557
26	Pierson Road	South Shore Boulevard	Stribling Way	2L	4,743	4,238	-2.78% /Year	132	141	209	214
27	Pierson Road	Ousley Farms Road	South Shore Boulevard	2L	10,154	4,796	-17.10% /Year	166	245	214	165
28	South Shore Boulevard	Lake Worth Road	50th Street South	2L	5,202	4,600	-3.03% /Year	106	230	242	138
29	120th Avenue South	Pierson Road	Lake Worth Road	2L	1,056	4,001	39.52% /Year	149	114	274	168
30	120th Avenue South	Lake Worth Road	50th Street South	2L	3,461	1,800	-15.08% /Year	53	75	75	79
31	50th Street South	130th Avenue South	120th Avenue South	2L	3,523	4,029	3.41% /Year	146	159	199	146
32	Little Ranches Trail	Southern Boulevard	Acme Road	2L	2,381	2,304	-0.82% /Year	92	76	88	87

[1] Source: Wellington Traffic Counts and Analysis, April 11, 2018.

[2] See Appendix A for count data.

[3] Locations 15 and 21 were recounted in June and adjusted based on peak factors from control Location #9. See Appendix A. Use with caution.

CMA INTERSECTION ANALYSIS

K-PARK MUPD

1 - STRIBLING WAY AT STATE ROAD 7

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	381	2570	228	120	2225	93	85	85	663	303	86	133	6972	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	19	131	12	6	113	5	4	4	34	15	4	7	356	BG Total
1.0% Background Growth	19	131	12	6	113	5	4	4	34	15	4	7	688	1% + MP Total
Major Projects Traffic	14	76	3	0	154	27	21	12	9	1	15	0		
Background Traffic Used	33	207	15	6	267	32	25	16	43	16	19	7		
Project Traffic - Related	0	25	8	0	63	38	42	8	0	13	13	0		
Project Traffic - School	0	34	17	0	245	0	103	17	92	31	31	0		
2030 Background Traffic	414	2777	243	126	2492	125	110	101	706	319	105	140		
Total	**414**	**2836**	**268**	**126**	**2800**	**163**	**255**	**126**	**798**	**363**	**149**	**140**		
Approach Total		**3,518**			**3,089**			**1,179**			**653**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	4	1	1	4	1	1	1	1	1	1	1	
Per Lane Volume	414	709	268	126	700	163	255	126	798	363	149	140	
Right on Red			60			60			60			60	
Overlaps Left			363			255			414			126	
Adj. Per Lane Volume	414	649		126	700	0	255	126	323	363	149	0	
Through/Right Volume		649			700			323			149		
Opposing Left Turns		126			414			363			255		
Critical Volume for Approach		775			1115			687			405		
Critical Volume for Direction		1115						687					
Intersection Critical Volume	**1,801**												
STATUS?	**OVER**												

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	450	2266	330	103	2022	92	127	160	548	259	155	70	6582	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	23	116	17	5	103	5	6	8	28	13	8	4	336	BG Total
1.0% Background Growth	23	116	17	5	103	5	6	8	28	13	8	4	930	1% + MP Total
Major Projects Traffic	16	260	4	0	182	35	38	19	16	4	20	0		
Background Traffic Used	39	376	21	5	285	40	44	27	44	17	28	4		
Project Traffic - Related	0	85	28	0	122	73	141	28	0	24	24	0		
Project Traffic - School	0	15	7	0	43	0	45	7	16	5	5	0		
2030 Background Traffic	489	2642	351	108	2307	132	171	187	592	276	183	74		
Total	**489**	**2742**	**386**	**108**	**2472**	**205**	**357**	**222**	**608**	**305**	**212**	**74**		
Approach Total		**3,616**			**2,785**			**1,188**			**591**			

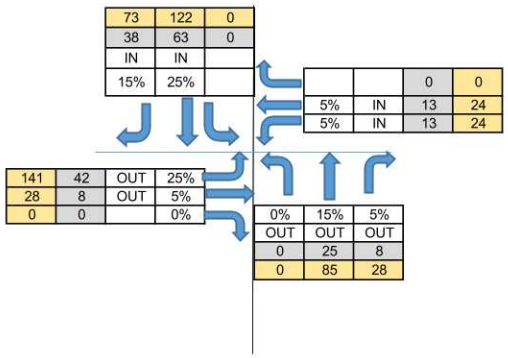
Critical Volume Analysis

No. of Lanes	1	4	1	1	4	1	1	1	1	1	1	1	
Per Lane Volume	489	685	386	108	618	205	357	222	608	305	212	74	
Right on Red			60			60			60			60	
Overlaps Left			305			357			489			108	
Adj. Per Lane Volume	489	625		108	618	0	357	222	59	305	212	0	
Through/Right Volume		625			618			222			212		
Opposing Left Turns		108			489			305			357		
Critical Volume for Approach		734			1107			527			569		
Critical Volume for Direction		1107						569					
Intersection Critical Volume	**1,676**												
STATUS?	**OVER**												

Note:

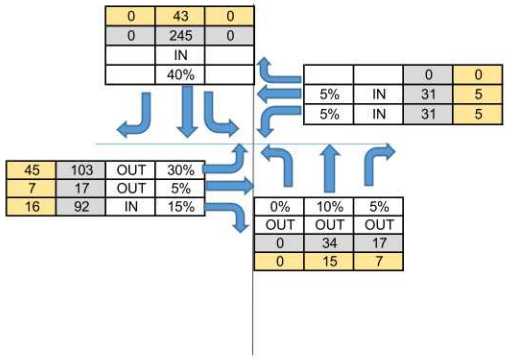
MIXED USE NET TRIPS

	IN	OUT
AM	253	169
PM	488	564



SCHOOL NET TRIPS

	IN	OUT
AM	613	343
PM	108	149



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

SR 7 N. of Stribling Way

AM	NB	2788	PM	NB	2463
	SB	2438		SB	2217

SR 7 S. of Stribling Way

AM	NB	3179	PM	NB	3046
	SB	3191		SB	2829

Stribling Way E. of SR 7

AM	EB	433	PM	EB	593
	WB	522		WB	484

Stribling Way W. of SR 7

AM	EB	833	PM	EB	835
	WB	560		WB	697

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	126	798	363	149	140	414	2836	268	126	2800	163
Future Volume (vph)	255	126	798	363	149	140	414	2836	268	126	2800	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500	280		260	700		220	0		0
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	25			50			100			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	2787	1770	1863	1583	3433	6408	1583	1770	6408	1583
Flt Permitted	0.950			0.345			0.950			0.950		
Satd. Flow (perm)	3433	1863	2787	643	1863	1583	3433	6408	1583	1770	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			121			160			121
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1218			3652			1113			5373	
Travel Time (s)		27.7			83.0			15.2			73.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	268	133	840	382	157	147	436	2985	282	133	2947	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	268	133	840	382	157	147	436	2985	282	133	2947	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	20.0	4.0	4.0	20.0	4.0
Minimum Split (s)	12.0	14.0	11.5	12.0	14.0	11.5	11.5	27.5	12.0	11.5	27.5	12.0
Total Split (s)	33.0	26.0	34.0	33.0	26.0	22.0	34.0	99.0	33.0	22.0	87.0	33.0
Total Split (%)	18.3%	14.4%	18.9%	18.3%	14.4%	12.2%	18.9%	55.0%	18.3%	12.2%	48.3%	18.3%
Maximum Green (s)	25.0	18.0	26.5	25.0	18.0	14.5	26.5	91.5	25.0	14.5	79.5	25.0
Yellow Time (s)	5.0	5.0	5.5	5.0	5.0	5.5	5.5	5.5	5.0	5.5	5.5	5.0
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	7.5	8.0	8.0	7.5	7.5	7.5	8.0	7.5	7.5	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	19.3	16.4	43.4	46.6	22.1	37.1	26.5	93.1	117.6	14.5	81.1	99.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.09	0.24	0.26	0.12	0.21	0.15	0.52	0.65	0.08	0.45	0.56
v/c Ratio	0.73	0.79	1.15	1.19	0.69	0.35	0.86	0.90	0.26	0.94	1.02	0.18
Control Delay (s/veh)	89.4	109.4	120.2	159.9	91.1	11.2	82.6	36.9	1.8	139.6	70.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0
Total Delay (s/veh)	89.4	109.4	120.2	159.9	91.1	11.2	82.6	36.9	1.8	139.6	77.4	3.4
LOS	F	F	F	F	F	B	F	D	A	F	E	A
Approach Delay (s/veh)		112.4			112.3			39.6			76.0	
Approach LOS		F			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 23 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay (s/veh): 68.7		Intersection LOS: E	
Intersection Capacity Utilization 107.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: State Road 7 & Stribling Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	126	798	363	149	140	414	2836	268	126	2800	163
Future Volume (veh/h)	255	126	798	363	149	140	414	2836	268	126	2800	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	268	133	777	382	157	84	436	2985	219	133	2947	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	167	690	299	256	362	546	3271	1026	163	2842	844
Arrive On Green	0.09	0.09	0.09	0.14	0.14	0.14	0.32	1.00	1.00	0.09	0.44	0.44
Sat Flow, veh/h	3456	1870	2790	1781	1870	1585	3456	6434	1585	1781	6434	1585
Grp Volume(v), veh/h	268	133	777	382	157	84	436	2985	219	133	2947	109
Grp Sat Flow(s),veh/h/ln	1728	1870	1395	1781	1870	1585	1728	1609	1585	1781	1609	1585
Q Serve(g_s), s	13.8	12.6	10.9	25.0	14.2	1.4	20.8	0.0	0.0	13.2	79.5	2.4
Cycle Q Clear(g_c), s	13.8	12.6	10.9	25.0	14.2	1.4	20.8	0.0	0.0	13.2	79.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	167	690	299	256	362	546	3271	1026	163	2842	844
V/C Ratio(X)	0.85	0.80	1.13	1.28	0.61	0.23	0.80	0.91	0.21	0.82	1.04	0.13
Avail Cap(c_a), veh/h	480	187	720	299	256	362	546	3271	1026	163	2842	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.17	0.17	0.17
Uniform Delay (d), s/veh	80.6	80.4	32.0	64.7	73.2	30.5	58.9	0.0	0.0	80.3	50.3	7.0
Incr Delay (d2), s/veh	9.0	19.3	74.7	147.8	4.3	0.3	5.6	3.5	0.3	5.6	19.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	11.3	24.8	22.3	11.6	4.0	12.0	1.4	0.2	7.9	39.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	99.7	106.7	212.5	77.4	30.8	64.5	3.5	0.3	85.9	69.5	7.1
LnGrp LOS	F	F	F	F	E	C	E	A	A	F	F	A
Approach Vol, veh/h		1178			623			3640			3189	
Approach Delay, s/veh		102.0			153.9			10.6			68.1	
Approach LOS		F			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.0	87.0	24.4	32.7	24.0	99.0	33.0	24.0
Change Period (Y+Rc), s	7.5	7.5	8.0	8.0	7.5	7.5	8.0	8.0
Max Green Setting (Gmax), s	26.5	79.5	25.0	18.0	14.5	91.5	25.0	18.0
Max Q Clear Time (g_c+I1), s	22.8	81.5	15.8	16.2	15.2	2.0	27.0	14.6
Green Ext Time (p_c), s	0.6	0.0	0.6	0.2	0.0	67.1	0.0	1.5

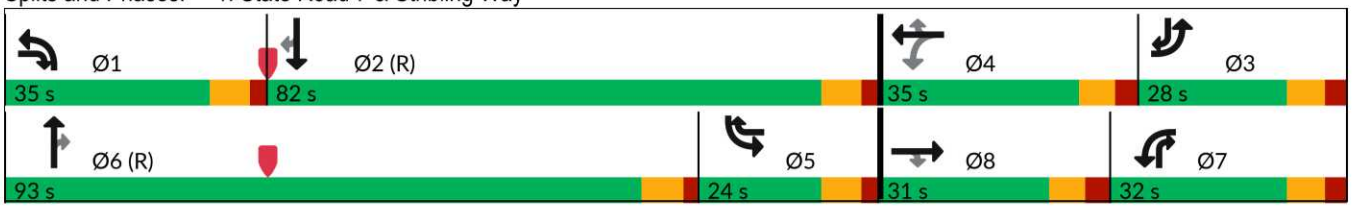
Intersection Summary	
HCM 7th Control Delay, s/veh	54.7
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	222	608	305	212	74	489	2742	386	108	2472	205
Future Volume (vph)	357	222	608	305	212	74	489	2742	386	108	2472	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500	280		260	700		220	0		0
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	25			50			100			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	2787	1770	1863	1583	3433	6408	1583	1770	6408	1583
Flt Permitted	0.950			0.232			0.950			0.950		
Satd. Flow (perm)	3433	1863	2787	432	1863	1583	3433	6408	1583	1770	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121			145			76
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1178			3652			1113			5373	
Travel Time (s)		26.8			83.0			15.2			73.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	376	234	640	321	223	78	515	2886	406	114	2602	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	234	640	321	223	78	515	2886	406	114	2602	216
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	20.0	4.0	4.0	20.0	4.0
Minimum Split (s)	12.0	14.0	11.5	12.0	14.0	11.5	11.5	27.5	12.0	11.5	27.5	12.0
Total Split (s)	28.0	31.0	35.0	32.0	35.0	24.0	35.0	93.0	32.0	24.0	82.0	28.0
Total Split (%)	15.6%	17.2%	19.4%	17.8%	19.4%	13.3%	19.4%	51.7%	17.8%	13.3%	45.6%	15.6%
Maximum Green (s)	20.0	23.0	27.5	24.0	27.0	16.5	27.5	85.5	24.0	16.5	74.5	20.0
Yellow Time (s)	5.0	5.0	5.5	5.0	5.0	5.5	5.5	5.5	5.0	5.5	5.5	5.0
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	7.5	8.0	8.0	7.5	7.5	7.5	8.0	7.5	7.5	8.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	22.1	23.0	51.0	48.9	24.9	49.4	27.5	85.5	117.0	16.5	74.5	96.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.12	0.13	0.28	0.27	0.14	0.27	0.15	0.48	0.65	0.09	0.41	0.53
v/c Ratio	0.89	0.98	0.73	1.09	0.87	0.15	0.98	0.95	0.38	0.70	0.98	0.25
Control Delay (s/veh)	99.8	129.9	33.8	141.9	105.7	1.6	117.6	45.3	8.8	102.0	65.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.8	129.9	33.8	141.9	105.7	1.6	117.6	45.3	8.8	102.0	65.1	8.0
LOS	F	F	C	F	F	A	F	D	A	F	E	A
Approach Delay (s/veh)		71.6			111.3			51.2			62.3	
Approach LOS		E			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 61 (34%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 62.3		Intersection LOS: E	
Intersection Capacity Utilization 104.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: State Road 7 & Stribling Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	222	608	305	212	74	489	2742	386	108	2472	205
Future Volume (veh/h)	357	222	608	305	212	74	489	2742	386	108	2472	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	234	577	321	223	15	515	2886	343	114	2602	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	239	783	280	245	353	528	3056	964	163	2663	862
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.31	0.95	0.95	0.09	0.41	0.41
Sat Flow, veh/h	3456	1870	2790	1781	1870	1585	3456	6434	1585	1781	6434	1585
Grp Volume(v), veh/h	376	234	577	321	223	15	515	2886	343	114	2602	153
Grp Sat Flow(s),veh/h/ln	1728	1870	1395	1781	1870	1585	1728	1609	1585	1781	1609	1585
Q Serve(g_s), s	19.1	22.5	21.4	24.0	21.2	0.0	26.5	39.2	0.0	11.2	71.6	3.7
Cycle Q Clear(g_c), s	19.1	22.5	21.4	24.0	21.2	0.0	26.5	39.2	0.0	11.2	71.6	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	239	783	280	245	353	528	3056	964	163	2663	862
V/C Ratio(X)	0.84	0.98	0.74	1.15	0.91	0.04	0.98	0.94	0.36	0.70	0.98	0.18
Avail Cap(c_a), veh/h	449	239	783	280	281	383	528	3056	964	163	2663	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	0.34	0.34	0.34
Uniform Delay (d), s/veh	76.4	78.3	27.1	76.2	77.2	54.9	62.2	3.3	1.3	79.3	51.9	6.8
Incr Delay (d2), s/veh	13.0	52.2	3.7	100.0	29.2	0.0	26.2	5.6	0.7	4.4	6.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	20.6	12.2	30.1	18.0	1.0	16.5	5.0	1.3	7.5	34.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	130.4	30.8	176.2	106.3	54.9	88.4	8.9	2.0	83.8	58.1	7.0
LnGrp LOS	F	F	C	F	F	D	F	A	A	F	E	A
Approach Vol, veh/h		1187			559			3744			2869	
Approach Delay, s/veh		69.0			145.1			19.2			56.4	
Approach LOS		E			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	82.0	31.4	31.6	24.0	93.0	32.0	31.0
Change Period (Y+Rc), s	7.5	7.5	8.0	8.0	7.5	7.5	8.0	8.0
Max Green Setting (Gmax), s	27.5	74.5	20.0	27.0	16.5	85.5	24.0	23.0
Max Q Clear Time (g_c+I1), s	28.5	73.6	21.1	23.2	13.2	41.2	26.0	24.5
Green Ext Time (p_c), s	0.0	0.8	0.0	0.4	0.1	37.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D