

# Bowman

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## Indian Trace Center Traffic Analysis

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### Broward County, Florida

Bowman Project No. 314281-01-001

*Prepared for:*

**H&M Development, LLC.  
20200 West Dixie Hwy. Suite 1206  
Aventura, FL 33180**

*August 2025*

[bowman.com](http://bowman.com)

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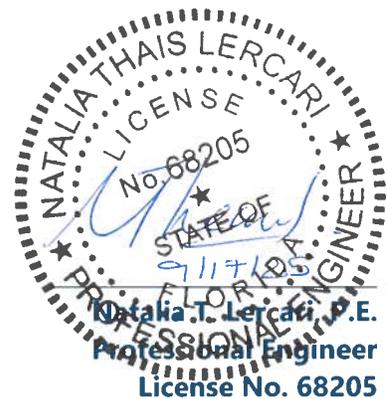
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## Introduction

Bowman Consulting Group, LTD. (Bowman) has prepared a traffic analysis for the redevelopment of the Indian Trace Center, located at the northeast corner of Indian Trace/SW 14 Street and SW 160 Avenue, in the City of Sunrise, Florida. The site currently includes 100,776 square feet of commercial and 29,000 square feet of office, as well as a vacant parcel that is approved for 22,800 square feet of warehouse and 7,800 square feet of office. The vacant parcel will be redeveloped to include a 174-room hotel.

This study evaluates the traffic impacts associated with the proposed development on the surrounding roadway network for three (3) scenarios: Existing (2025) conditions, Background (2027) conditions (future traffic without project traffic), and Total (2027) conditions (future traffic with project traffic). The study methodology letter is included in **Appendix A**. The site location is graphically depicted on **Figure 1**. The site plan is attached in **Appendix B**.

The study area for the project includes the following study intersections, graphically shown on Figure 1:

- SW 160 Avenue at Indian Trace (unsignalized)
- SW 160 Avenue at Indian Trace Center Entrance (unsignalized)

**Figure 1 Site Location**



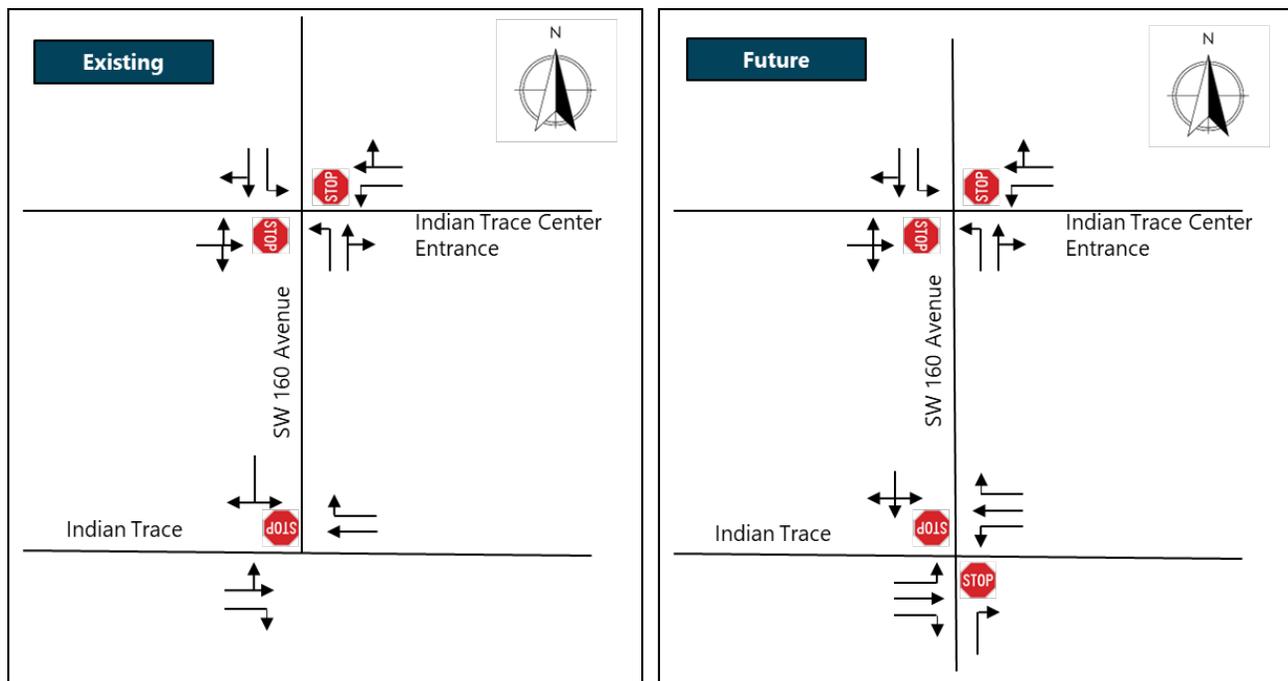
## Roadway Characteristics

Indian Trace is a two-lane, two-way roadway with a posted speed limit of 40 Miles Per Hour (MPH). Sidewalk exists on the north side of the roadway. Street lighting, curb/gutter, and guardrail exist on both sides of the roadway, east of SW 160 Avenue.

SW 160 Avenue is a two-lane, two-way road with no posted speed limit. Sidewalk exists on the east side of the roadway, north of Indian Trace. Curb/gutter exists on the east side of the roadway, north of Indian Trace to just south of Indian Trace Center Entrance.

The study intersections are currently unsignalized. The land uses surrounding the study intersections includes a mix of retail, restaurant and office land uses, as well as a future hotel site at the southeast corner of Indian Trace and SW 160 Avenue. The existing intersection geometry is shown on **Figure 2**. As part of the development of the proposed Home2 Suites hotel at the southeast corner of Indian Trace and SW 160 Avenue, intersection improvements are proposed at the Indian Trace/SW 160 Avenue intersection. In addition, the City of Weston is proposing additional improvements at the same intersection. The future intersection geometry is shown on Figure 2. The future intersection improvement plans are attached in **Appendix C**.

**Figure 2 Intersection Geometry**



## Traffic Volumes

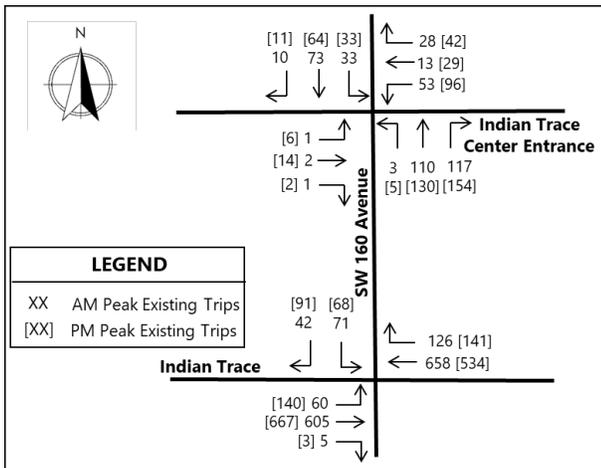
### Existing (2025) Conditions

Turning movement counts were collected at the study intersection on Tuesday, May 13, 2025, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The data is included in **Appendix D**. The collected counts were adjusted to reflect peak season conditions by applying a Peak Season Conversion Factor (PSCF) of 1.00 obtained from the 2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report, included in Appendix D. The AM and PM peak hour intersection volume development tables are included in Appendix D. Existing peak hour traffic volumes are graphically shown on **Figure 3**.

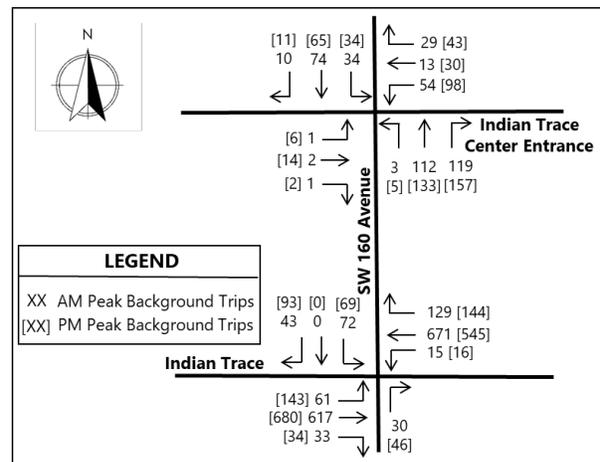
### Background (2027) Conditions

Traffic volumes for Background (2027) traffic conditions were calculated by applying a growth rate to existing volumes based on five-year (2019 - 2024) and ten-year (2014 - 2024) trend analysis from FDOT count stations 86-7094, 86-9122, 86-9190, and 86-9433 near the site. The calculated growth rate is negative. Therefore, a minimum 1.00 percent growth rate was used for the analysis. The trend analysis tables and summary growth rate calculations are attached in Appendix D. The approved Home2 Suites hotel to be located at the southeast corner of SW 160 Avenue and Indian Trace is included as a committed development project, information for which is attached in Appendix D. Background peak hour traffic volumes are graphically shown on **Figure 4**.

**Figure 3 Existing (2025) Volumes**



**Figure 4 Background (2027) Volumes**



### Total (2027) Conditions

#### Project Driveway Access and Trip Generation

Access to the project site will be provided via two (2) existing full access, driveway connections to SW 160 Avenue. Using information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11<sup>th</sup> Edition, excerpts of which are attached in **Appendix E**, trip generation estimates were developed for the existing and proposed land uses. The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is summarized in **Table 1**. The analysis indicates that the proposed development is anticipated to result in an increase of 1,133 daily trips, 70 AM peak hour trips, and 79 PM peak hour trips, when compared to the existing development. For informational purposes, trip generation analysis was performed comparing the approved versus proposed development and is attached in **Appendix F**.

**TABLE 1  
TRIP GENERATION ANALYSIS  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| LAND USE                                 | ITE CODE | INTENSITY | TRIP GENERATION RATE <sup>(1)</sup> | IN                      | OUT | TOTAL TRIPS |              |              | INTERNAL TRIPS <sup>(1)</sup> |            |            |            | EXTERNAL TRIPS |              |              | PASS-BY <sup>(1)</sup> | NEW TRIPS    |        |              |              |              |
|--|----------|-----------|-------------------------------------|-------------------------|-----|-------------|--------------|--------------|-------------------------------|------------|------------|------------|----------------|--------------|--------------|------------------------|--------------|--------|--------------|--------------|--------------|
|  |          |           |                                     |                         |     | IN          | OUT          | TOTAL        | IN                            | OUT        | TOTAL      | %          | IN             | OUT          | TOTAL        |                        | IN           | OUT    | TOTAL        |              |              |
| <b>DAILY</b>                             |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| <b>EXISTING USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 67.52 (X)           | 50% | 50%         | 3,402        | 3,402        | 6,804                         | 47         | 34         | 81         | 1.20%          | 3,355        | 3,368        | 6,723                  | 2,689        | 40.00% | 2,010        | 2,024        | 4,034        |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.87 Ln(X)+ 3.05 | 50% | 50%         | 198          | 197          | 395                           | 34         | 47         | 81         | 20.50%         | 164          | 150          | 314                    | 0            | 0.00%  | 164          | 150          | 314          |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>3,600</b> | <b>3,599</b> | <b>7,199</b>                  | <b>81</b>  | <b>81</b>  | <b>162</b> | <b>2.3%</b>    | <b>3,519</b> | <b>3,518</b> | <b>7,037</b>           | <b>2,689</b> |        | <b>2,174</b> | <b>2,174</b> | <b>4,348</b> |
| <b>PROPOSED USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 67.52 (X)           | 50% | 50%         | 3,402        | 3,402        | 6,804                         | 149        | 90         | 239        | 3.5%           | 3,253        | 3,312        | 6,565                  | 2,626        | 40.00% | 1,940        | 1,999        | 3,939        |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.87 Ln(X)+ 3.05 | 50% | 50%         | 198          | 197          | 395                           | 36         | 47         | 83         | 21.0%          | 162          | 150          | 312                    | 0            | 0.00%  | 162          | 150          | 312          |
| Hotel                                    | 310      | 174       | Rooms                               | T = 7.99 (X)            | 50% | 50%         | 695          | 695          | 1,390                         | 56         | 104        | 160        | 11.5%          | 639          | 591          | 1,230                  | 0            | 0.00%  | 639          | 591          | 1,230        |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>4,295</b> | <b>4,294</b> | <b>8,589</b>                  | <b>241</b> | <b>241</b> | <b>482</b> | <b>5.6%</b>    | <b>4,054</b> | <b>4,053</b> | <b>8,107</b>           | <b>2,626</b> |        | <b>2,741</b> | <b>2,740</b> | <b>5,481</b> |
| <b>NET DIFFERENCE FROM EXISTING USES</b> |          |           |                                     |                         |     |             | <b>695</b>   | <b>695</b>   | <b>1,390</b>                  | <b>160</b> | <b>160</b> | <b>320</b> |                | <b>535</b>   | <b>535</b>   | <b>1,070</b>           | <b>-63</b>   |        | <b>567</b>   | <b>566</b>   | <b>1,133</b> |
| <b>AM PEAK HOUR</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| <b>EXISTING USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 1.73 (X)            | 62% | 38%         | 108          | 66           | 174                           | 2          | 2          | 4          | 2.30%          | 106          | 64           | 170                    | 68           | 40.00% | 64           | 38           | 102          |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.86 Ln(X)+ 1.16 | 88% | 12%         | 51           | 7            | 58                            | 2          | 2          | 4          | 6.90%          | 49           | 5            | 54                     | 0            | 0.00%  | 49           | 5            | 54           |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>159</b>   | <b>73</b>    | <b>232</b>                    | <b>4</b>   | <b>4</b>   | <b>8</b>   | <b>3.4%</b>    | <b>155</b>   | <b>69</b>    | <b>224</b>             | <b>68</b>    |        | <b>113</b>   | <b>43</b>    | <b>156</b>   |
| <b>PROPOSED USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 1.73 (X)            | 62% | 38%         | 108          | 66           | 174                           | 6          | 2          | 8          | 4.6%           | 102          | 64           | 166                    | 66           | 40.00% | 61           | 39           | 100          |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.86 Ln(X)+ 1.16 | 88% | 12%         | 51           | 7            | 58                            | 4          | 2          | 6          | 10.3%          | 47           | 5            | 52                     | 0            | 0.00%  | 47           | 5            | 52           |
| Hotel                                    | 310      | 174       | Rooms                               | T = 0.50 (X)- 7.45      | 56% | 44%         | 45           | 35           | 80                            | 0          | 6          | 6          | 7.5%           | 45           | 29           | 74                     | 0            | 0.00%  | 45           | 29           | 74           |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>204</b>   | <b>108</b>   | <b>312</b>                    | <b>10</b>  | <b>10</b>  | <b>20</b>  | <b>6.4%</b>    | <b>194</b>   | <b>98</b>    | <b>292</b>             | <b>66</b>    |        | <b>153</b>   | <b>73</b>    | <b>226</b>   |
| <b>NET DIFFERENCE FROM EXISTING USES</b> |          |           |                                     |                         |     |             | <b>45</b>    | <b>35</b>    | <b>80</b>                     | <b>6</b>   | <b>6</b>   | <b>12</b>  |                | <b>39</b>    | <b>29</b>    | <b>68</b>              | <b>-2</b>    |        | <b>40</b>    | <b>30</b>    | <b>70</b>    |
| <b>PM PEAK HOUR</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| <b>EXISTING USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 5.19 (X)            | 49% | 51%         | 256          | 267          | 523                           | 10         | 3          | 13         | 2.50%          | 246          | 264          | 510                    | 204          | 40.00% | 146          | 160          | 306          |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.83 Ln(X)+ 1.29 | 17% | 83%         | 10           | 49           | 59                            | 3          | 10         | 13         | 22.00%         | 7            | 39           | 46                     | 0            | 0.00%  | 7            | 39           | 46           |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>266</b>   | <b>316</b>   | <b>582</b>                    | <b>13</b>  | <b>13</b>  | <b>26</b>  | <b>4.5%</b>    | <b>253</b>   | <b>303</b>   | <b>556</b>             | <b>204</b>   |        | <b>153</b>   | <b>199</b>   | <b>352</b>   |
| <b>PROPOSED USE</b>                      |          |           |                                     |                         |     |             |              |              |                               |            |            |            |                |              |              |                        |              |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 5.19 (X)            | 49% | 51%         | 256          | 267          | 523                           | 15         | 12         | 27         | 5.2%           | 241          | 255          | 496                    | 198          | 40.00% | 144          | 154          | 298          |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.83 Ln(X)+ 1.29 | 17% | 83%         | 10           | 49           | 59                            | 3          | 10         | 13         | 22.0%          | 7            | 39           | 46                     | 0            | 0.00%  | 7            | 39           | 46           |
| Hotel                                    | 310      | 174       | Rooms                               | T = 0.74 (X) - 27.89    | 51% | 49%         | 52           | 49           | 101                           | 9          | 5          | 14         | 13.9%          | 43           | 44           | 87                     | 0            | 0.00%  | 43           | 44           | 87           |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>318</b>   | <b>365</b>   | <b>683</b>                    | <b>27</b>  | <b>27</b>  | <b>54</b>  | <b>7.9%</b>    | <b>291</b>   | <b>338</b>   | <b>629</b>             | <b>198</b>   |        | <b>194</b>   | <b>237</b>   | <b>431</b>   |
| <b>NET DIFFERENCE FROM EXISTING USES</b> |          |           |                                     |                         |     |             | <b>52</b>    | <b>49</b>    | <b>101</b>                    | <b>14</b>  | <b>14</b>  | <b>28</b>  |                | <b>38</b>    | <b>35</b>    | <b>73</b>              | <b>-6</b>    |        | <b>41</b>    | <b>38</b>    | <b>79</b>    |

(1) Source: ITE Trip Generation Manual, 11th Edition



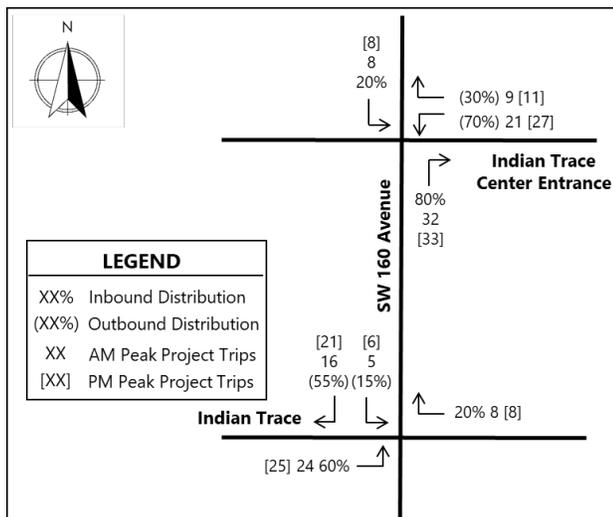
### Project Trip Distribution

The project distribution was based on a review of existing traffic volumes and roadway characteristics for the surrounding roadway network, and nearby land uses. For the Indian Trace/SW 160 Avenue intersection, the project distribution was based on a review of the following FDOT Count Stations:

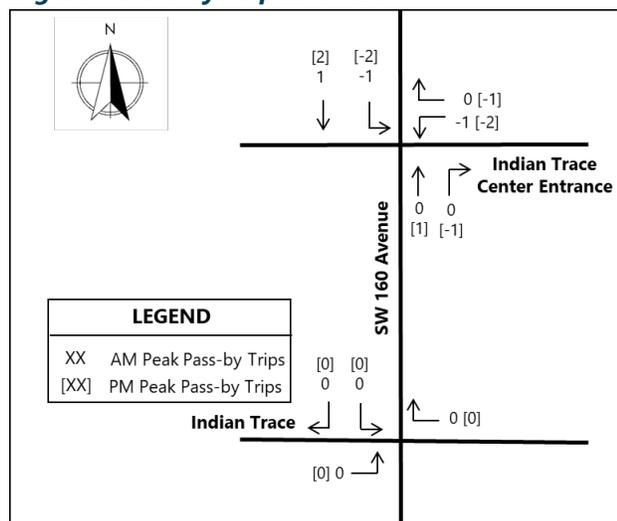
- To/from north on Weston Road: Station 86-9433, 2024 AADT 17,700
- To/from south on Weston Road: Station 86-9190, 2024 AADT 17,200
- To/from west on Indian Trace: Station 86-7094, 2024 AADT 16,200
- To/from east on Indian Trace: Station 86-9122, 2024 AADT 15,000

For the Indian Trace Center Entrance/SW 160 Avenue intersection, the project distribution was based on a review of existing traffic volumes. The project distribution and/or increase in net new trips and pass-by trips are graphically shown on **Figure 5** and **Figure 6**, respectively. The increase for total trips and Total peak hour traffic volumes are graphically shown on **Figure 7** and **Figure 8**, respectively.

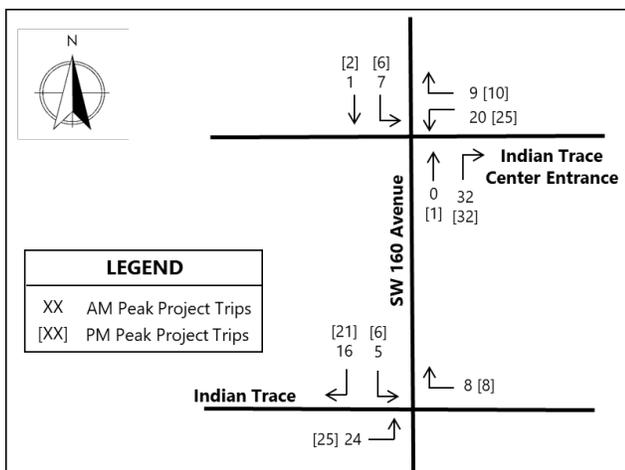
**Figure 5 Net New Trip Increase**



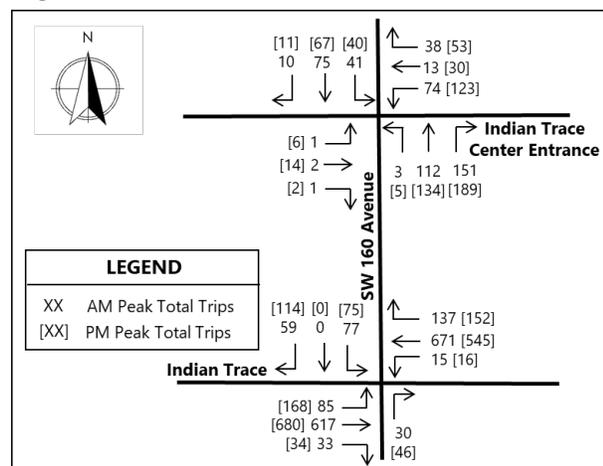
**Figure 6 Pass-by Trip Increase**



**Figure 7 Total Trip Increase**



**Figure 8 Total (2027) Volumes**



## Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections during the AM and PM peak hours for Existing, Background, and Total conditions, using the Synchro 12 software, HCM 7th Edition methodology. Peak hour factors and heavy vehicle percentages were based on the collected data. A single peak hour factor and heavy vehicle percentage were used for all movements based on the data for each intersection. The intersection capacity analysis worksheets are provided in **Appendix G**.

Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 2**. The intersection of SW 160 Avenue and Indian Trace Center Entrance currently operates, as is expected to continue to operate, at an acceptable overall level of service (LOS) during Existing, Background, and Total conditions. All approaches and travel movements currently operate, and are expected to continue to operate, at an acceptable level of service during Existing, Background, and Total traffic conditions. The queues for the exclusive turn lanes are expected to be contained within the available storages.

**Table 2 Intersection Capacity Analysis Summary**

| Location                                      | Conditions | Time | Level of Service |       |     |       |     |       |     |       |     |       |
|---|------------|------|------------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|
|   |            |      | Overall          |       | EB  |       | WB  |       | NB  |       | SB  |       |
|   |            |      | LOS              | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay |
| SW 160 Avenue at Indian Trace Center Entrance | Existing   | AM   | A                | 3.2   | B   | 11.4  | B   | 11.7  | A   | 0.1   | A   | 2.3   |
|   |            | PM   | A                | 4.6   | B   | 12.5  | B   | 12.7  | A   | 0.1   | A   | 2.4   |
|   | Background | AM   | A                | 3.2   | B   | 11.5  | B   | 11.8  | A   | 0.1   | A   | 2.3   |
|   |            | PM   | A                | 4.6   | B   | 12.6  | B   | 12.8  | A   | 0.1   | A   | 2.5   |
|   | Total      | AM   | A                | 3.8   | B   | 11.9  | B   | 12.6  | A   | 0.1   | A   | 2.6   |
|   |            | PM   | A                | 5.2   | B   | 13.1  | B   | 13.9  | A   | 0.1   | A   | 2.8   |
| Indian Trace at SW 160 Avenue                 | Existing   | AM   | A                | 6.5   | A   | 0.9   | A   | 0.0   | -   | -     | F   | 85.3  |
|   |            | PM   | B                | 14.9  | A   | 1.7   | A   | 0.0   | -   | -     | F   | 145.5 |
|   | Background | AM   | C                | 16.3  | A   | 0.9   | A   | 0.2   | B   | 13.6  | F   | 227.3 |
|   |            | PM   | D                | 33.5  | A   | 1.7   | A   | 0.2   | B   | 14.7  | F   | 351.7 |
|   | Total      | AM   | D                | 27.1  | A   | 1.2   | A   | 0.2   | B   | 13.6  | F   | 332.9 |
|   |            | PM   | F                | 53.8  | A   | 2.0   | A   | 0.2   | B   | 14.7  | F   | 507.0 |

For the Indian Trace/SW 160 Avenue intersection, the eastbound, westbound, and northbound (future only) approaches currently operate, and are expected to continue to operate, at an acceptable level of service during Existing, Background, and Total conditions. The southbound approach currently operates, and will continue to operate, at LOS F during AM and PM peak hours. The 95<sup>th</sup> percentile queues for the southbound approach are five (5) vehicles during the AM peak hour and nine (9) vehicles during the PM peak hour. During Background conditions, the 95<sup>th</sup> percentile queues for the southbound approach will be eight (8) vehicles during the AM peak hour and 13 vehicles during the PM peak hour. During Total conditions, the 95<sup>th</sup> percentile queues for the southbound approach will be 11 vehicles during the AM peak hour and 17 vehicles during the PM peak hour. Field observed queues were slightly less than Synchro reported queues for existing conditions; therefore, actual future queues are expected to be less than the Synchro reported queues.

## Crash Evaluation

Given the existing and future delays and queues for the southbound approach, a safety evaluation was performed to determine if existing excessive delays and queues are contributing to unsafe risky maneuvers and crashes.

The crash data for January 2019 through December 2024 was downloaded from Signal Four Analytics. Police reports for all crashes were reviewed. A summary of the crashes at the intersection of Indian Trace and SW 160 Avenue is provided in **Table 3**. A collision diagram is included on **Figure 9**.

**Table 3 Crash Summary**

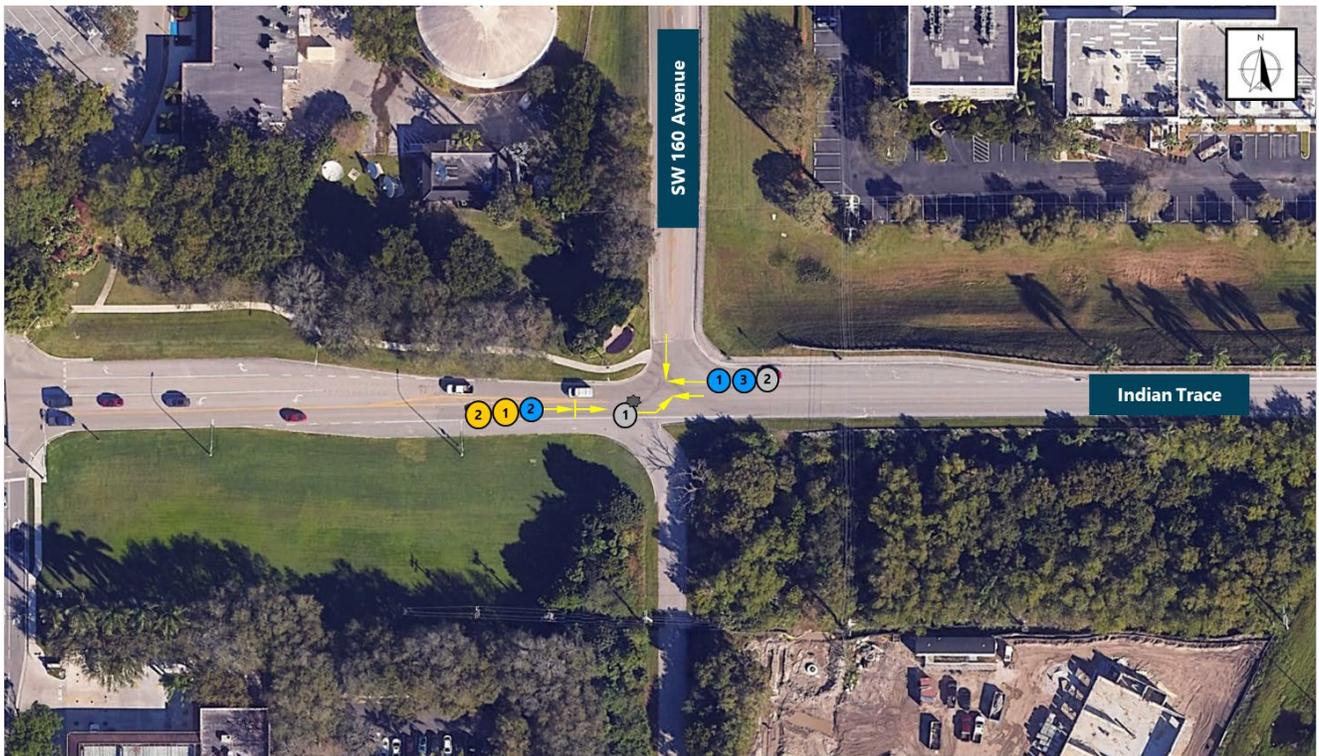
| Indian Trace and SW 160 Avenue |                | Number of Crashes    |          |          |          |          |          | 6 Year Total Crashes | Mean Crashes Per Year | %           |
|--------------------------------|----------------|----------------------|----------|----------|----------|----------|----------|----------------------|-----------------------|-------------|
|                                |                | Year                 |          |          |          |          |          |                      |                       |             |
|                                |                | 2019                 | 2020     | 2021     | 2022     | 2023     | 2024     |                      |                       |             |
| CRASH TYPE                     | Rear End       | 0                    | 0        | 1        | 2        | 0        | 0        | 3                    | 0.50                  | 42.9%       |
|                                | Head On        | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Angle          | 0                    | 0        | 2        | 0        | 1        | 0        | 3                    | 0.50                  | 42.9%       |
|                                | Left Turn      | 0                    | 0        | 0        | 0        | 1        | 0        | 1                    | 0.17                  | 14.3%       |
|                                | Right Turn     | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Sideswipe      | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Backed Into    | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Pedestrian     | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Bicycle        | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Fixed Object   | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Off Road       | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Rollover       | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Other          | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                |                | <b>Total Crashes</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>2</b> | <b>2</b> | <b>0</b>             | <b>7</b>              | <b>1.17</b> |
| SEVERITY                       | PDO Crashes    | 0                    | 0        | 1        | 1        | 1        | 0        | 3                    | 0.50                  | 42.9%       |
|                                | Fatal Crashes  | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
|                                | Injury Crashes | 0                    | 0        | 2        | 1        | 1        | 0        | 4                    | 0.67                  | 57.1%       |
| LIGHTING CONDITIONS            | Daylight       | 0                    | 0        | 3        | 2        | 1        | 0        | 6                    | 1.00                  | 85.7%       |
|                                | Night          | 0                    | 0        | 0        | 0        | 1        | 0        | 1                    | 0.17                  | 14.3%       |
|                                | Unknown        | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |
| SURFACE CONDITIONS             | Dry            | 0                    | 0        | 2        | 1        | 1        | 0        | 4                    | 0.67                  | 57.1%       |
|                                | Wet            | 0                    | 0        | 1        | 1        | 1        | 0        | 3                    | 0.50                  | 42.9%       |
|                                | Unknown        | 0                    | 0        | 0        | 0        | 0        | 0        | 0                    | 0.00                  | 0.0%        |

The key findings from the crashes at Indian Trace and SW 160 Avenue include the following:

- Seven (7) crashes occurred from January 2019 to December 2024, with zero (0) crashes in 2019, zero (0) crashes in 2020, three (3) crashes in 2021, two (2) crashes in 2022, two (2) crashes in 2023, and zero (0) crashes in 2024.
- The crashes included three (3) eastbound rear end crashes, three (3) angle crashes involving southbound and westbound vehicles, and one (1) left turn crash involving an eastbound left turn vehicle.
- A contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane.

- A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed.
- Three (3) crashes (42.9 percent) were property damage only, four (4) crashes (57.1 percent) were injury crashes, and there were no fatal crashes.
- Six (6) crashes (85.7 percent) occurred during daytime conditions, and one (1) crash (14.3 percent) occurred during nighttime conditions.
- Four (4) crashes (57.1 percent) occurred under dry surface conditions, and three (3) crashes (42.9 percent) occurred under wet surface conditions.
- The study intersection is not included in the 2018-2022 high crash list provided by Signal Four Analytics.

**Figure 7 Collision Diagram**



|  |  |  |  |        |
|--|--|--|--|--------|
| Year: 2019-2024<br>Number of Crashes: 7<br>Number of Fatalities: 0 | <b>LEGEND</b>  |  |  | Bowman |
|  | ←←← BACKING VEHICLE<br>←← SIDESWIPE<br>←← PEDESTRIAN/BIKE<br>←← REAR-END<br>←← HEAD-ON<br>←← ANGLE | ↙ LEFT TURN<br>↘ RIGHT TURN<br>⊠ PARKED VEHICLE<br>□ FIXED OBJECT<br>⬤ NIGHT CRASH<br>● FATALITY | ● 2019<br>● 2020<br>● 2021<br>● 2022<br>● 2023<br>● 2024 |        |

## Speed Evaluation

Automatic Traffic Recorder (ATR) machines were used to collect eastbound and westbound 48-hour vehicle speeds along Indian Trace, east of the I-75 overpass. The posted speed limit along this corridor is 40 MPH. The data was collected on Tuesday, August 26, 2025, and Wednesday, August 27, 2025, and is included in **Appendix H. Table 4** summarizes the posted speed limit, 85<sup>th</sup> percentile speed, average speed and 10 MPH pace for each direction. The 85<sup>th</sup> percentile speed is 39 MPH for the eastbound direction and ranges between 38 MPH and 40 MPH for the westbound direction.

**Table 4 Speed Summary**

| Location |                                     | Posted Speed Limit (MPH) | Direction | Date      | 85 <sup>th</sup> Percentile Speed (MPH) | Average Speed (MPH) | 10 MPH Pace Speed (MPH) |
|----------|-------------------------------------|--------------------------|-----------|-----------|---|---------------------|-------------------------|
| No.      | Street                              |                          |           |           |   |                     |                         |
| 1        | Indian Trace, east of SW 160 Avenue | 40                       | Eastbound | 8/26/2025 | 39                                      | 32                  | 29-38                   |
|          |                                     | 40                       | Westbound |           | 38                                      | 32                  | 30-39                   |
|          |                                     | 40                       | Eastbound | 8/27/2025 | 39                                      | 32                  | 29-38                   |
|          |                                     | 40                       | Westbound |           | 40                                      | 35                  | 31-40                   |

## Safety Countermeasures

As previously mentioned, given the existing and future delays and queues for the southbound approach, a safety evaluation was performed to determine if existing excessive delays and queues are contributing to unsafe risky maneuvers and crashes. Results of the speed evaluation indicate that the 85<sup>th</sup> percentile speeds are below, or equal to, the posted speed limit; although, some vehicles were recorded exceeding the posted speed limit. Based on the crash evaluation, a contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane. A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed. Based on these results, we offer the following approved and proposed improvements that would help mitigate existing crash patterns:

- An exclusive left turn lane will be constructed per the approved plans by the City of Weston for Indian Trace Improvements (see **Figure 10**). This is expected to help mitigate the rear-end crashes.
- The existing Side Road sign approaching SW 160 Avenue from the east will be replaced and relocated further east according to the approved Home2 Suites plans (see **Figure 11**). This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of Speed Limit 40 (R2-1) signs westbound along Indian Trace, east and west of the I-75 overpass. These will be coordinated and installed by FDOT (see **Figure 12**). This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of a Speed Feedback assembly along the north side of Indian Trace, east of SW 160 Avenue within City Right-of-Way. This will be coordinated with the City and County (see **Figure 13**). This is expected to help mitigate angle and left turn crashes.

**Figure 8 Study Recommendations – Construction of Eastbound Left Turn Lane**



**Figure 9 Study Recommendations – Replacement of Side Road Sign for SW 160 Avenue**

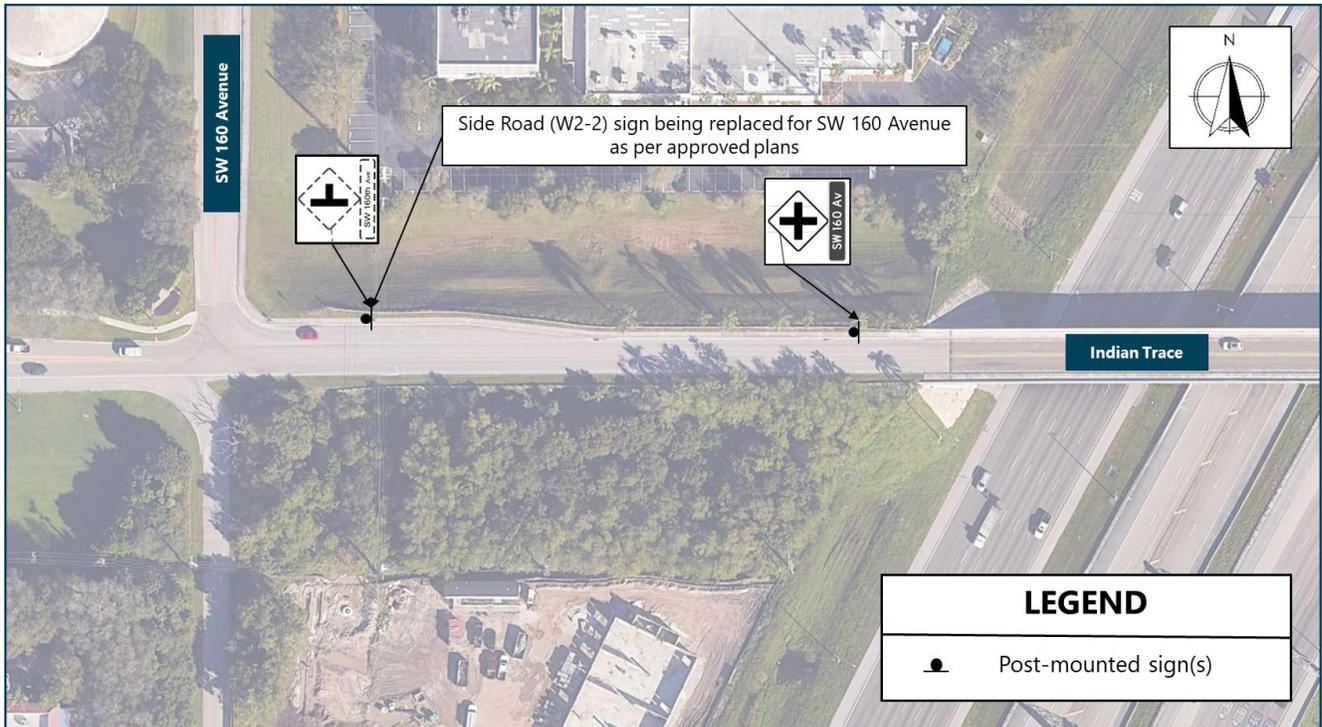


Figure 10 Study Recommendations – Installation of Posted Speed Limit Signs

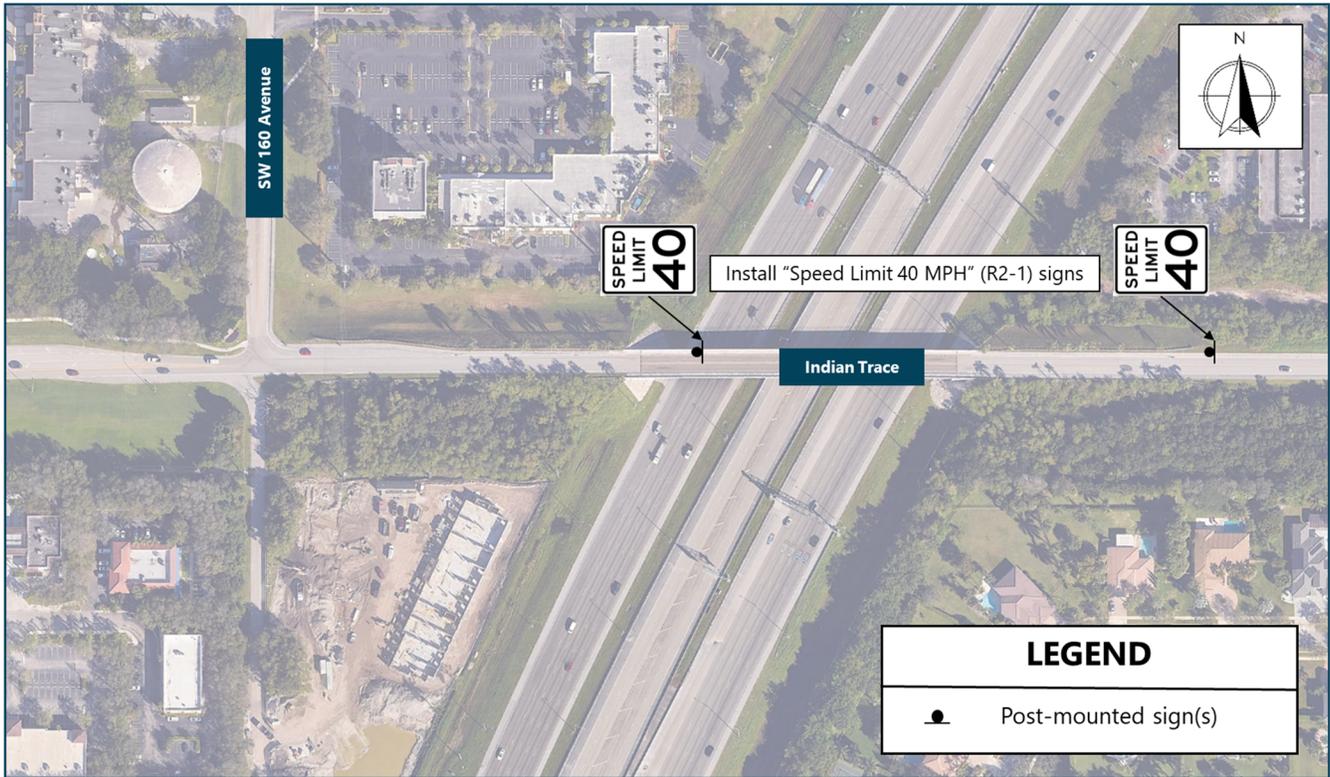
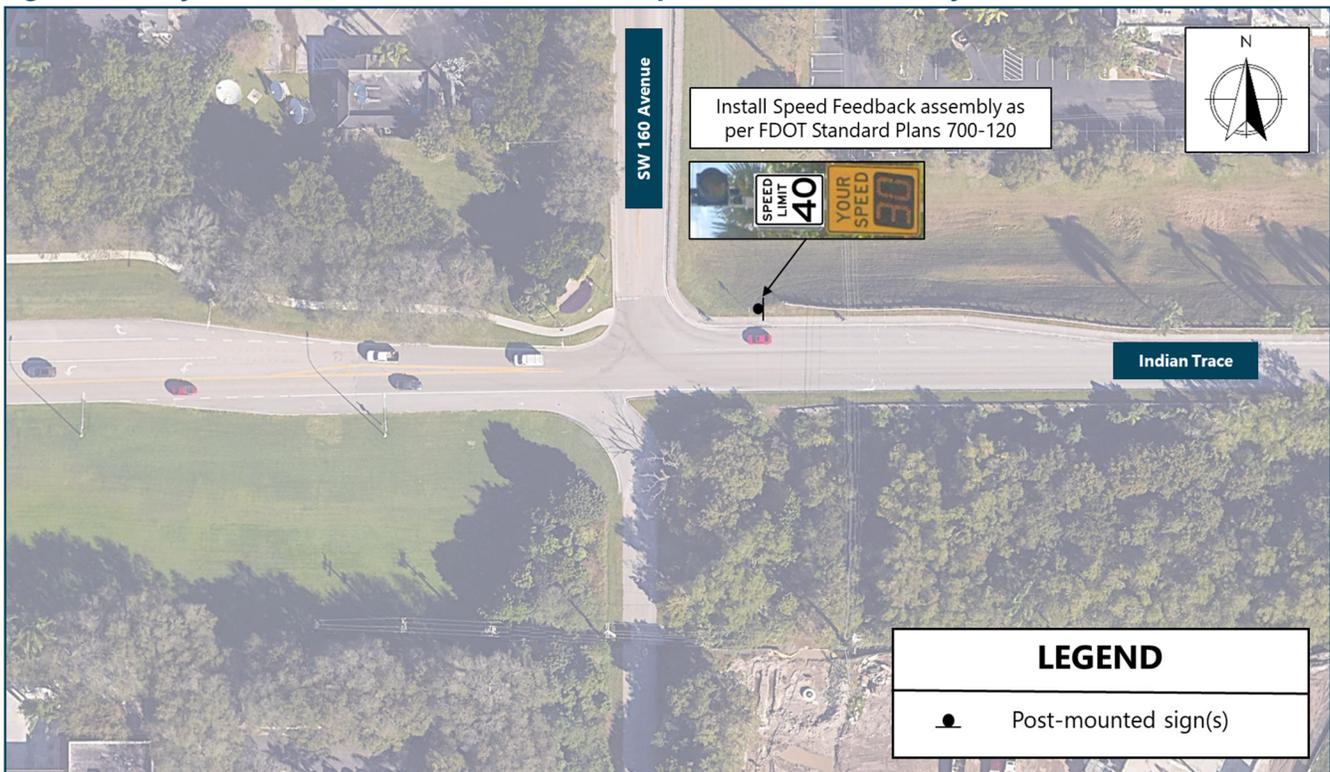


Figure 11 Study Recommendations – Installation of Speed Feedback Assembly



## Conclusion and Recommendations

Based on the analysis contained herein, the following can be concluded:

- The trip generation analysis indicates that the addition of the proposed hotel is anticipated to result in an increase of 1,133 daily trips, 70 AM peak hour trips, and 79 PM peak hour trips, when compared to the existing development.
- The proposed development will not have a significant impact at the main driveway connection to Indian Trace Center from SW 160 Avenue. This intersection currently operates, as is expected to continue to operate, at an acceptable overall level of service with the proposed redevelopment.
- For the Indian Trace/SW 160 Avenue intersection, most approaches currently operate, and are expected to continue to operate, at an acceptable level of service. The southbound approach currently operates, and will continue to operate, at LOS F during AM and PM peak hours.
- The crash evaluation indicated that seven (7) crashes occurred from January 2019 to December 2024 and included three (3) eastbound rear end crashes, three (3) angle crashes involving southbound and westbound vehicles, and one (1) left turn crash involving an eastbound left turn vehicle. Based on the crash evaluation, a contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane. A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed.
- The speed data revealed that the 85th percentile speed was 39 MPH for the eastbound direction and ranged between 38 MPH and 40 MPH for the westbound direction; although, some vehicles were recorded exceeding the posted speed limit.

Based on these findings, the following safety countermeasures have been identified:

- An exclusive left turn lane will be constructed per the approved plans by the City of Weston for Indian Trace Improvements. This is expected to help mitigate the rear-end crashes.
- The existing Side Road sign approaching SW 160 Avenue from the east will be replaced and relocated further east, according to the approved Home2 Suites plans. This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of Speed Limit 40 (R2-1) signs westbound along Indian Trace, east and west of the I-75 overpass. These will be coordinated and installed by FDOT and are expected to help mitigate angle and left turn crashes.
- We recommend the installation of a Speed Feedback assembly along the north side of Indian Trace, east of SW 160 Avenue within City Right-of-Way. This will be coordinated with the City and County and is expected to help mitigate angle and left turn crashes.



## Appendix A

# Traffic Methodology Letter

May 13, 2025

Daniel Masveyraud – Principal  
H&M Development, LLC.  
20200 West Dixie Hwy. Suite 1206  
Aventura, FL 33180

**RE: Indian Trace Center Traffic Analysis – Traffic Methodology  
Bowman Project NO. 314281-01-001**

Please accept this Traffic Methodology Letter for the proposed redevelopment to the Indian Trace Center, located at the northeast corner of Indian Trace and SW 160 Avenue, in the City of Sunrise, Florida. The site currently includes 100,776 square feet of commercial and 29,000 square feet of office, as well as a vacant parcel that is approved for 22,800 square feet of warehouse and 7,800 square feet of office. The vacant parcel will be redeveloped to include a 174-room hotel. **Figure 1** provides an aerial image of the site.

**Figure 1 Site Location**



## Study Area

The study area for the project will include the following study intersections, graphically shown on Figure 1:

- SW 160 Avenue at Indian Trace (unsignalized)
- SW 160 Avenue at Indian Trace Center Entrance (unsignalized)

## Analysis Scenarios

The analysis scenarios for this study include Existing (2025) conditions, Background (2027) conditions (future without project), and Total (2027) conditions (future with project).

## Data Collection

Turning movement counts will be collected on a typical weekday during peak hour conditions (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) for the study intersections.

## Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2024 FDOT *Peak Season Factor Category Report*. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software. The HCM output will be used, if available. Alternatively, the Synchro output will be used. The adopted level of service criteria will be Level of Service D. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

## Future Conditions Analysis – Background Traffic Conditions

Traffic volumes for Background traffic conditions will be calculated by applying a growth rate to existing volumes, which will be based on a review of five-year (2019 - 2023) and ten-year (2014 - 2023) trend analysis from FDOT count stations. A minimum one (1) percent growth rate will be used to conservatively estimate Background traffic volumes. The approved Home 2 Suites hotel to be located at the southeast corner of SW 160 Avenue and Indian Trace will be included as a committed development project.

Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which will be collected as part of the data collection effort. Approved roadway modifications to the SW 160 Avenue/Indian Trace intersection will be included as background improvements. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

## Project Trip Generation

Using trip generation information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11<sup>th</sup> Edition, trip generation estimates will be developed for the existing, approved, and proposed land uses. The trip generation analysis will be prepared for daily, AM peak hour, and PM peak hour conditions.

## **Project Access**

Access to the site is currently provided via two (2) full access, unsignalized, driveway connections to SW 160 Avenue. No additional access connections are proposed.

## **Project Trip Distribution**

Project trip distribution will be based on a review of existing traffic volumes, roadway characteristics for the surrounding roadway network, and nearby land uses.

## **Future Conditions Analysis – Total Traffic Conditions**

Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which will be collected as part of the data collection effort. Traffic mitigation will be proposed, as necessary. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

## **Report**

The study methodology and findings will be summarized in a report.

Should you have any questions or comments regarding this methodology, please do not hesitate to call me.

Sincerely,



Natalia T. Lercari, P.E.  
Senior Project Manager

NTL - Attachment



## Appendix B

### Site Plan



DATE: \_\_\_\_\_  
SHEET NO: **A-001**

**SITE PLAN**

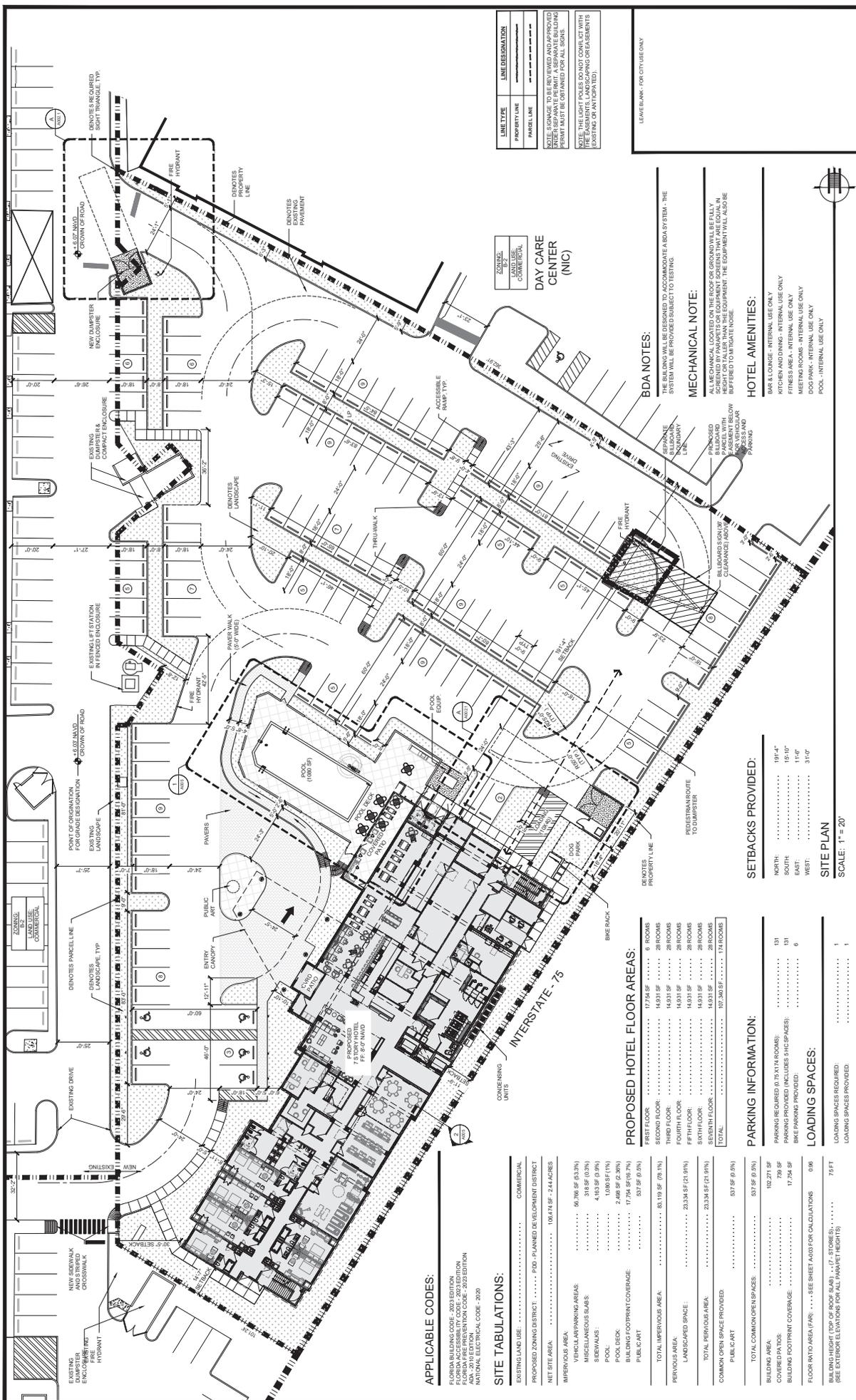
**HOTEL at CAMINO REAL**  
INTERSTATE-75 AND SW 160TH AVENUE  
SUNRISE, FL 33328

**SITE PLAN**

SCALE: 1" = 20'

| NO. | DATE       | DESCRIPTION       |
|-----|------------|-------------------|
| 1   | 08/01/2025 | ISSUED FOR PERMIT |

| NO. | DATE       | DESCRIPTION       |
|-----|------------|-------------------|
| 1   | 08/01/2025 | ISSUED FOR PERMIT |



| LINE TYPE | LINE DESIGNATION |
|-----------|------------------|
| (Symbol)  | PROPERTY LINE    |
| (Symbol)  | MARKER LINE      |

| SYMBOL   | LAND USE   |
|----------|------------|
| (Symbol) | COMMERCIAL |

NOTE: THE LIGHT POLES DO NOT COME OUT WITH THE BUILDING FOOTPRINT. THE LIGHTING FIXTURES MUST BE OBTAINED FOR ALL SIZES.

LEAVE BLANK - FOR CITY USE ONLY

**BDA NOTES:**  
THE BUILDING WILL BE DESIGNED TO ACCOMMODATE A BDA SYSTEM. THE SYSTEM WILL BE PROVIDED SUBJECT TO TESTING.

**MECHANICAL NOTE:**  
ALL MECHANICAL LOCATED ON THE ROOF OR GRADA WILL BE FULLY SCREENED BY PARAPETS OR EQUIPMENT SCREENS THAT ARE EQUAL IN CLEARANCE ABOVE THE EQUIPMENT. THE EQUIPMENT WILL ALSO BE BUFFERED TO MITIGATE NOISE.

**HOTEL AMENITIES:**  
BAR & LOUNGE - INTERNAL USE ONLY  
KITCHEN AND DINING - INTERNAL USE ONLY  
FITNESS AREA - INTERNAL USE ONLY  
MEETING ROOMS - INTERNAL USE ONLY  
DOG PARK - INTERNAL USE ONLY  
POOL - INTERNAL USE ONLY

**APPLICABLE CODES:**

FLORIDA BUILDING CODE - 2023 EDITION  
FLORIDA ACCESSIBILITY CODE - 2023 EDITION  
FLORIDA ELECTRICAL CODE - 2023 EDITION  
FLORIDA MECHANICAL CODE - 2023 EDITION  
FLORIDA PLUMBING CODE - 2023 EDITION  
NATIONAL ELECTRICAL CODE - 2020

**SITE TABULATIONS:**

| EXISTING LAND USE           | COMMERCIAL                         |
|-----------------------------|------------------------------------|
| PROPOSED ZONING DISTRICT    | FDX - PLANNED DEVELOPMENT DISTRICT |
| NET SITE AREA               | 106,474 SF - 2.44 ACRES            |
| INFERIOR AREA               | 96,706 SF (0.33%)                  |
| VEHICLE PARKING AREAS       | 318 SF (0.3%)                      |
| MISCELLANEOUS SLABS         | 4,193 SF (0.3%)                    |
| SEWERMAINS                  | 1,030 SF (1%)                      |
| POOL                        | 2,695 SF (0.25%)                   |
| POOL DECK                   | 17,754 SF (16.7%)                  |
| BUILDING FOOTPRINT COVERAGE | 537 SF (0.5%)                      |
| PUBLIC ART                  | 0 SF (0%)                          |
| TOTAL IMPERVIOUS AREA       | 85,119 SF (79.1%)                  |
| PERVIOUS AREA               | 23,334 SF (21.9%)                  |
| LANDSCAPED SPACE            | 23,334 SF (21.9%)                  |
| TOTAL PERVIOUS AREA         | 23,334 SF (21.9%)                  |
| COMMON OPEN SPACE PROVIDED  | 537 SF (0.5%)                      |

**PROPOSED HOTEL FLOOR AREAS:**

|               |            |           |
|---------------|------------|-----------|
| FIRST FLOOR   | 17,754 SF  | 6 ROOMS   |
| SECOND FLOOR  | 14,931 SF  | 28 ROOMS  |
| THIRD FLOOR   | 14,931 SF  | 28 ROOMS  |
| FOURTH FLOOR  | 14,931 SF  | 28 ROOMS  |
| FIFTH FLOOR   | 14,931 SF  | 28 ROOMS  |
| SIXTH FLOOR   | 14,931 SF  | 28 ROOMS  |
| SEVENTH FLOOR | 14,931 SF  | 28 ROOMS  |
| TOTAL         | 107,340 SF | 174 ROOMS |

**PARKING INFORMATION:**

|                             |               |
|-----------------------------|---------------|
| TOTAL COMMON OPEN SPACES    | 537 SF (0.5%) |
| BUILDING AREA               | 182,271 SF    |
| COVERED PATIOS              | 739 SF        |
| BUILDING FOOTPRINT COVERAGE | 17,754 SF     |

**LOADING SPACES:**

|  |       |
|--|-------|
| FLOOR INTO AREA (FAR) - SEE SHEET ADD'D FOR CALCULATIONS | 0/06  |
| BUILDING HEIGHT (TOP OF ROOF SLAB) - (17 - STOREYS)      | 75 FT |
| (SEE EXTERIOR ELEVATION FOR ALL PARAPET HEIGHTS)         |       |

**SETBACKS PROVIDED:**

|       |        |
|-------|--------|
| NORTH | 19'-4" |
| SOUTH | 15'-0" |
| EAST  | 11'-0" |
| WEST  | 31'-0" |

**SITE PLAN**

SCALE: 1" = 20'

**SITE TABULATIONS - PROPOSED:**

| BUILDING AREA | FOOTPRINT         |
|---------------|-------------------|
| 1-RETAIL      | 18,000 SF         |
| 2-RETAIL      | 3,000 SF          |
| 3-RETAIL      | 3,000 SF          |
| 4-RETAIL      | 20,000 SF         |
| 5-RETAIL      | 9,000 SF          |
| 6-RETAIL      | 15,618 SF         |
| 7-RETAIL      | 13,216 SF         |
| 8-RETAIL      | 6,862 SF          |
| 9-OFFICE      | 29,000 SF         |
| 10-RETAIL     | 7,280 SF          |
| 11-HOTEL      | 102,271 SF        |
| <b>TOTAL</b>  | <b>232,047 SF</b> |

| EXISTING PARKING SPACES       | PROPOSED SPACES  |
|-------------------------------|------------------|
| STANDARD PARKING (A/R)        | 40 SPACES        |
| HANDICAP PARKING (A/R)        | 18 SPACES        |
| BIKE PARKING                  | 13 SPACES        |
| <b>EXISTING PARKING TOTAL</b> | <b>71 SPACES</b> |
| <b>PROPOSED PARKING TOTAL</b> | <b>78 SPACES</b> |

| STANDARD PARKING (A/R)          | PROPOSED SPACES  |
|---------------------------------|------------------|
| HANDICAP PARKING (A/R)          | 5 SPACES         |
| BIKE PARKING                    | 8 SPACES         |
| <b>HOTEL PARKING TOTAL</b>      | <b>13 SPACES</b> |
| <b>OVERALL BIKE SPACE TOTAL</b> | <b>18 SPACES</b> |

| LAND USE AREAS:                     | TOTAL                     |
|-------------------------------------|---------------------------|
| HOTEL (PARCEL 1)                    | 107,232 SF (46.17 AC)     |
| RETAIL (PARCELS 2-4)                | 82,263 SF (36.29 AC)      |
| OFFICE (PARCEL 9)                   | 13,073 SF (5.84 AC)       |
| <b>SITE COVERAGE - ALL PARCELS:</b> |                           |
| PERVIOUS                            | 1,448 SF (6.37%)          |
| IMPERVIOUS                          | 22,800 SF (9.83%)         |
| <b>TOTAL</b>                        | <b>24,248 SF (10.50%)</b> |

| LAND USE AREAS:                     | TOTAL                     |
|-------------------------------------|---------------------------|
| HOTEL (PARCEL 1)                    | 107,232 SF (46.17 AC)     |
| RETAIL (PARCELS 2-4)                | 82,263 SF (36.29 AC)      |
| OFFICE (PARCEL 9)                   | 13,073 SF (5.84 AC)       |
| <b>SITE COVERAGE - ALL PARCELS:</b> |                           |
| PERVIOUS                            | 1,448 SF (6.37%)          |
| IMPERVIOUS                          | 22,800 SF (9.83%)         |
| <b>TOTAL</b>                        | <b>24,248 SF (10.50%)</b> |

| LINE TYPE | LINE DESCRIPTION              |
|-----------|-------------------------------|
| ---       | PROPERTY LINE (EXTENT OF PUD) |
| ---       | PARCEL LINE                   |
| ---       | COVERED WALKWAY               |
| ---       | PARKING                       |

**FLOOD ZONE: "AH"**  
FINISHED FLOOR ELEVATION: (8.0) NAVD

**DESIGN GUIDELINES:**  
THE PROJECT IS CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE, AS AMENDED BY THE DESIGN GUIDELINES.

**NOTE:**  
ANY FUTURE MODIFICATIONS TO THIS MASTER PLAN WILL INCLUDE RELATED ENGINEERING PLANS.

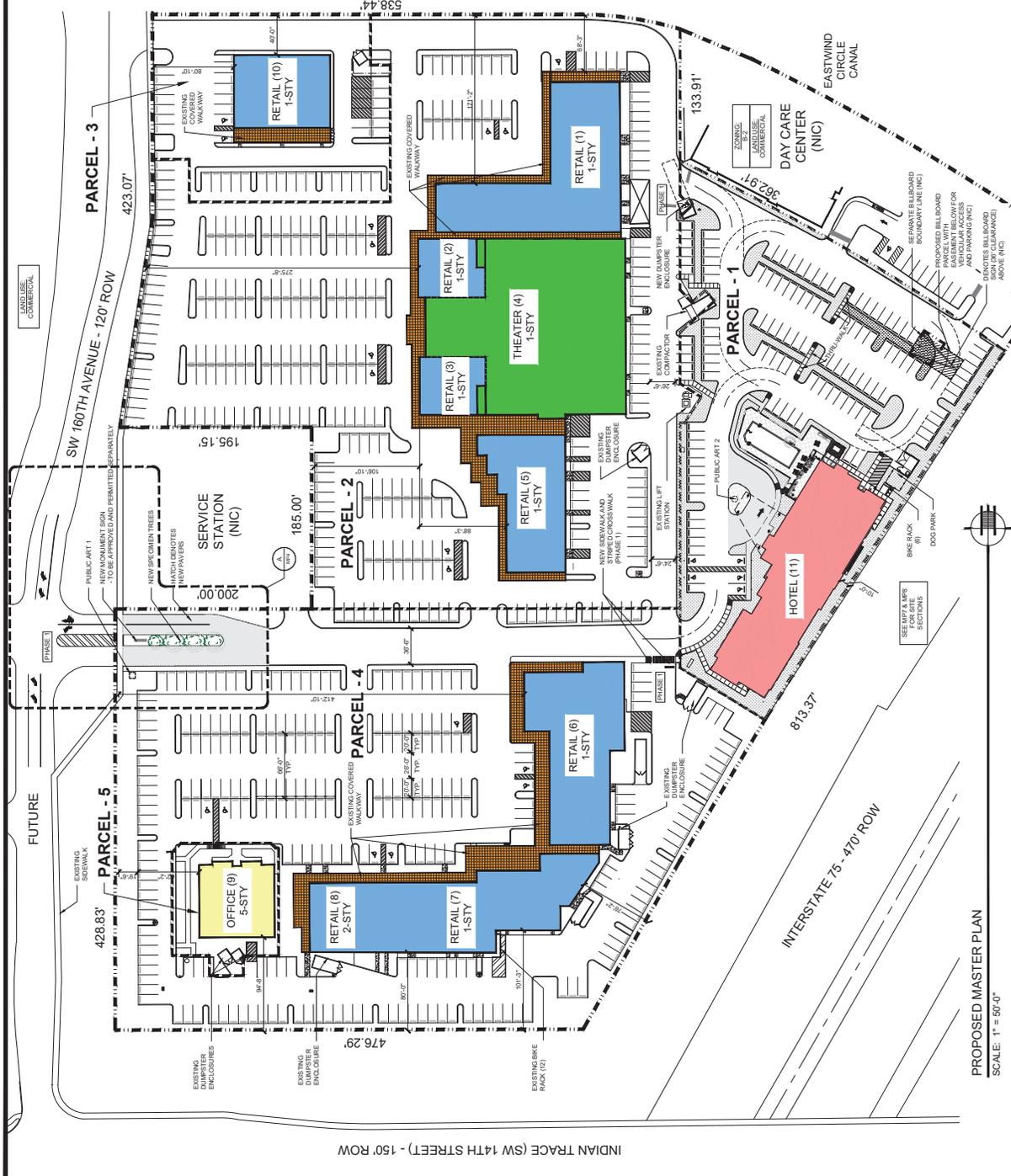
DATE: \_\_\_\_\_  
SHEET NO: **MP2**  
SCALE: 1" = 50'-0"

**MASTER PLAN PROPOSED**

**HOTEL AT CAMINO REAL - PDD**  
INTERSTATE-75 AND SW 160TH AVENUE  
SUNRISE, FL 33328

**PROPOSED MASTER PLAN**  
SCALE: 1" = 50'-0"

PROJECT: HOTEL AT CAMINO REAL  
DATE: 08/12/2025  
DRAWN BY: ERIC ANDERSON  
CHECKED BY: AV  
DATE: 08/12/2025





## Appendix C

# Future Intersection Improvements



LOCATION MAP

**INDEX OF SHEETS**

| SHEET No. | DESCRIPTION                                       |
|-----------|---|
| 1         | KEY SHEET   |
| 2         | SIGNATURE SHEET                                   |
| 3         | SUMMARY OF ROADWAY PAY ITEMS                      |
| 4-5       | GENERAL AND PAY ITEM NOTES                        |
| 6-8       | TYPICAL SECTIONS                                  |
| 9         | TYPICAL SECTION DETAILS                           |
| 10        | PROJECT LAYOUT                                    |
| 11-37     | ROADWAY PLANS                                     |
| 38-40     | SUMMARY OF DRAINAGE STRUCTURES                    |
| 41        | DRAINAGE DETAILS                                  |
| 42-43     | STORMWATER POLLUTION PREVENTION PLAN (SWPPP)      |
| 44-46     | TEMPORARY TRAFFIC CONTROL PLANS                   |
| 47        | SUMMARY OF SIGNING AND PAVEMENT MARKING PAY ITEMS |
| 48-74     | SIGNING AND PAVEMENT MARKING PLANS                |

ATTACHMENTS

|   |  |
|---|--|
| <u>DRAINAGE</u>   |  |
| 1   | GENERAL PLAN                                 |
| 2   | AREA 1 S-8                                   |
| 3   | AREA 2 S-9                                   |
| 4-7   | DRAINAGE DETAILS                             |
| <u>CITY OF WESTON STANDARD ENGINEERING DETAILS &amp; SPECIFICATIONS</u> |  |
| R-11  | TYPICAL STREET SIGN ASSEMBLY                 |
| R-12  | WESTON R.O.W STREET SIGN ASSEMBLY (BACK)     |
| R-19 A (SHEET 1 OF 2)   | TRUNCATED DOME PAVERS INSTALLATION (PROFILE) |
| R-19 A (SHEET 2 OF 2)   | TRUNCATED DOME PAVERS INSTALLATION (PLAN)    |
| <u>BROWARD COUNTY MINIMUM DESIGN &amp; CONSTRUCTION STANDARDS</u>       |  |
| SHEET 1 OF 1  | PAVEMENT MARKINGS AND SIGNS DETAILS          |
| SHEET 1 OF 1  | DRILLED SHAFT FOUNDATION AND CABINET DETAILS |

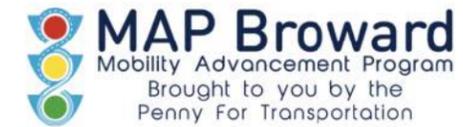
**INDIAN TRACE FROM SADDLE CLUB ROAD TO SW 160TH AVENUE**

BEGIN PROJECT  
SADDLE CLUB ROAD  
STA. 10+70.83



PROJECT LOCATION MAP

END PROJECT  
SW 160TH AVENUE  
STA. 148+83.18



CITY OFFICIALS

MAYOR: MARGARET BROWN  
 COMMISSIONERS: BYRON L. JAFFE, MARY MOLINA-MACFIE, CHRIS EDDY, HENRY MEAD  
 CITY MANAGER/CEO: DONALD P. DECKER

**BID-SET SUBMITTAL  
AUGUST 2024**

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| PERMIT NUMBER | DATE APPROVED | CGA/COW INITIALS | DATE SUBMITTED | PERMITTING AGENCIES                           |
|---------------|---------------|------------------|----------------|---|
|               |               |                  |                | CITY OF WESTON - BUILDING DEPARTMENT APPROVAL |
|               |               |                  |                | CITY OF WESTON - UTILITY ENGINEERING APPROVAL |
|               |               |                  |                | CITY OF WESTON - LANDSCAPING APPROVAL         |
|               |               |                  |                | CITY OF WESTON - ZONING APPROVAL              |

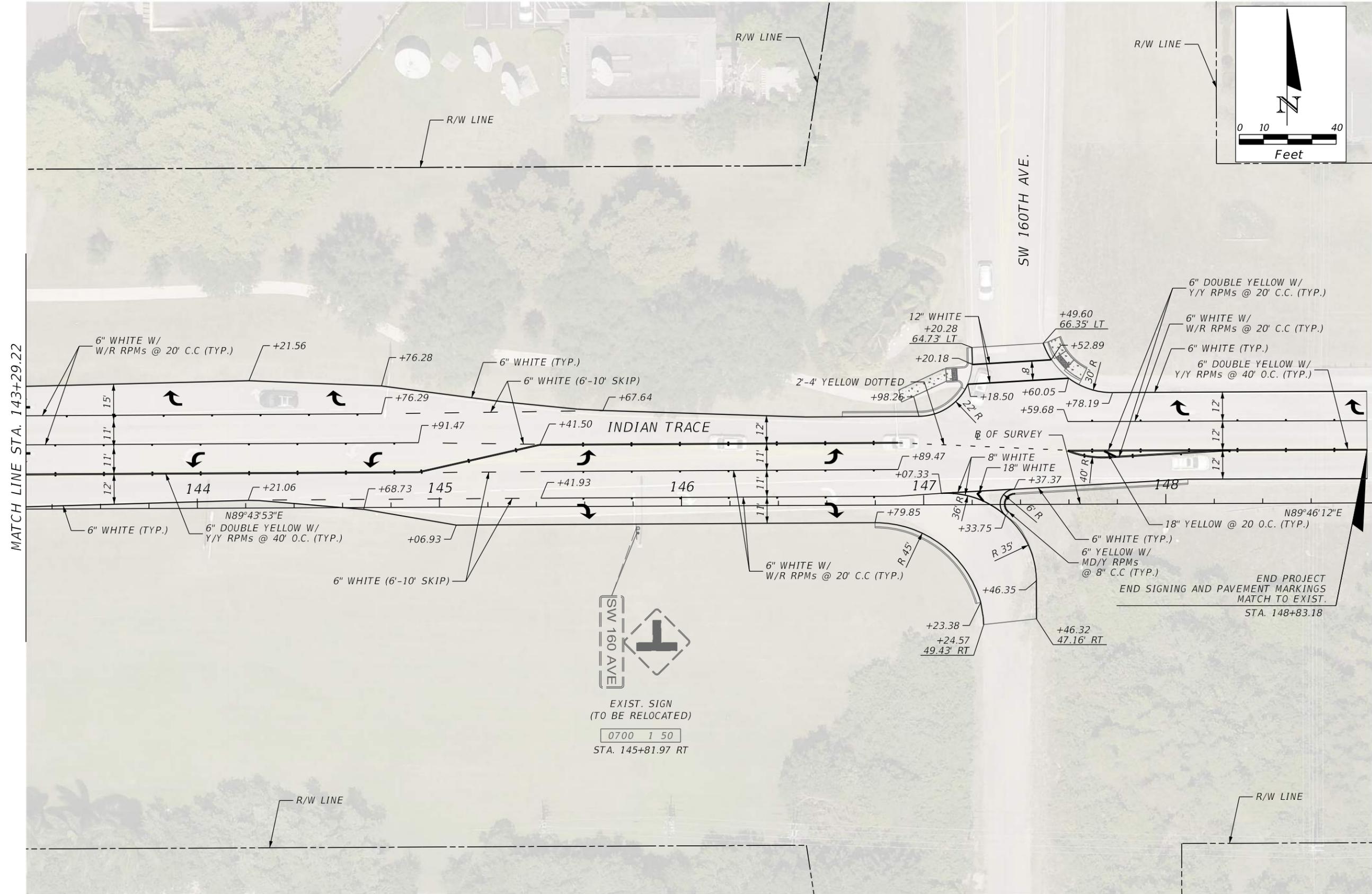
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|    |      |          |    |
|    |      |          |    |

Sheet **1**

**INDIAN TRACE FROM SADDLE CLUB ROAD TO SW 160TH AVENUE KEY SHEET**

**CITY OF WESTON DEPARTMENT OF PUBLIC WORKS 2599 SOUTH POST ROAD, WESTON, FLORIDA 33327**

Engineering Division  
 Drawn by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Checked by: \_\_\_\_\_ Date: \_\_\_\_\_  
 As-built drawn by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Field Inspector: \_\_\_\_\_  
 PBA Book No.: \_\_\_\_\_



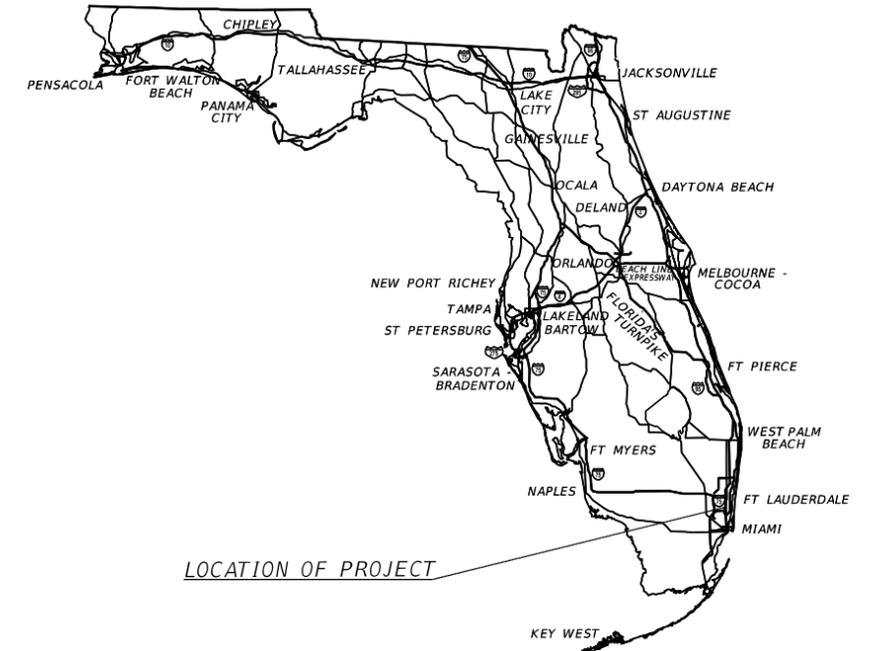
|                      |       |
|----------------------|-------|
| Engineering Division | Date: |
| Drawn by:            | Date: |
| Checked by:          | Date: |
| As-built drawn by:   | Date: |
| Field Inspector:     | Date: |
| Field Book No.:      |       |

INDIAN TRACE FROM SADDLE CLUB ROAD  
TO SW 160TH AVENUE  
SIGNING AND PAVEMENT MARKING PLANS

CITY OF WESTON  
DEPARTMENT OF PUBLIC WORKS  
2599 South Post Road, Weston, Florida 33327



# CONTRACT PLANS

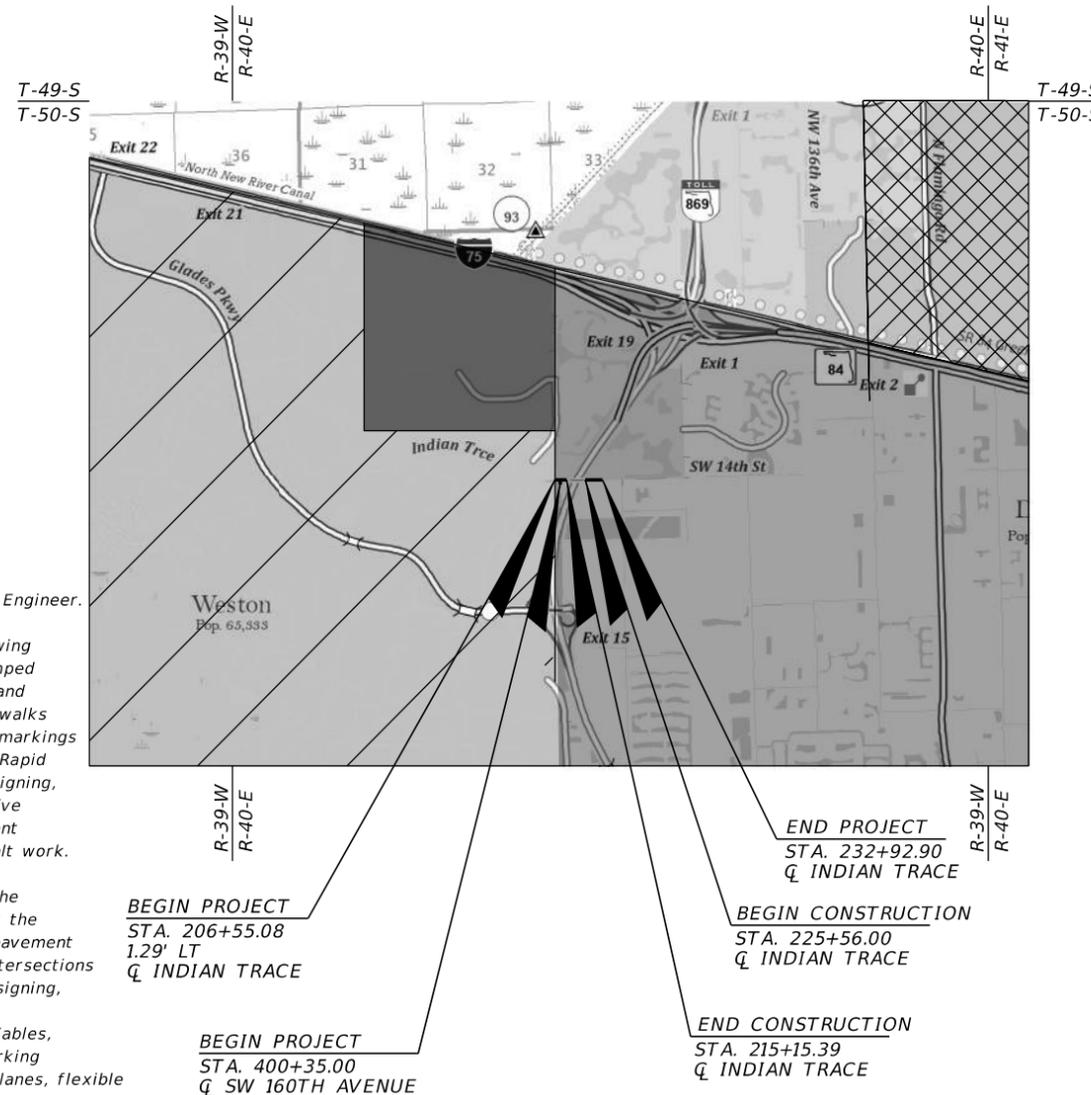


**BROWARD COUNTY, FLORIDA**  
**HOME2 SUITES**  
**OFFSITE IMPROVEMENTS**  
**15990 SW 14TH ST, DAVIE FLORIDA**

# ROADWAY PLANS

## INDEX OF ROADWAY PLANS

| SHEET NO. | SHEET DESCRIPTION                    |
|-----------|--------------------------------------|
| 1         | KEY SHEET                            |
| 1A        | SIGNATURE SHEET                      |
| 2         | SUMMARY OF PAY ITEMS                 |
| 3         | GENERAL NOTES                        |
| 4-7       | TYPICAL SECTION                      |
| 8-12      | ROADWAY PLAN                         |
| 13        | GRADING DETAIL                       |
| 14-17     | MISCELLANEOUS DETAILS                |
| 18-19     | DRAINAGE STRUCTURES                  |
| 20-29     | CROSS SECTIONS                       |
| 30        | TRAFFIC CONTROL NOTES                |
| 31-35     | EROSION CONTROL PLAN                 |
| 36-40     | DEMOLITION PLAN                      |
| 41        | SIGN ASSEMBLY DETAILS                |
| 42-46     | SIGNING AND PAVEMENT MARKING PLAN    |
| 47        | GUIDESIGN WORKSHEET                  |
| 48-51     | SIGNING AND PAVEMENT MARKING DETAILS |
| 52-54     | LIGHTING PLAN                        |



### LEGEND

- PLANTATION ACRES IMPROVEMENT DISTRICT
- CENTRAL BROWARD WATER CONTROL DISTRICT
- BONAVENTURE DEVELOPMENT DISTRICT
- INDIAN TRACE DEVELOPMENT DISTRICT

### ROADWAY PLANS ENGINEER OF RECORD:

TARA EVE SWANN, PE  
 LICENSE NO.: 83378  
 KIMLEY-HORN AND ASSOCIATES, INC  
 1920 WEKIVA WAY SUITE 200  
 WEST PALM BEACH, FLORIDA 33411  
 VENDOR NUMBER: VF560885615-001

### LANDSCAPE PLANS P.L.A. OF RECORD:

TRICIA C. RICHTER, PLA  
 LA LICENSE NO.: 6667244  
 KIMLEY-HORN AND ASSOCIATES, INC  
 1920 WEKIVA WAY SUITE 200  
 WEST PALM BEACH, FLORIDA 33411

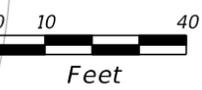
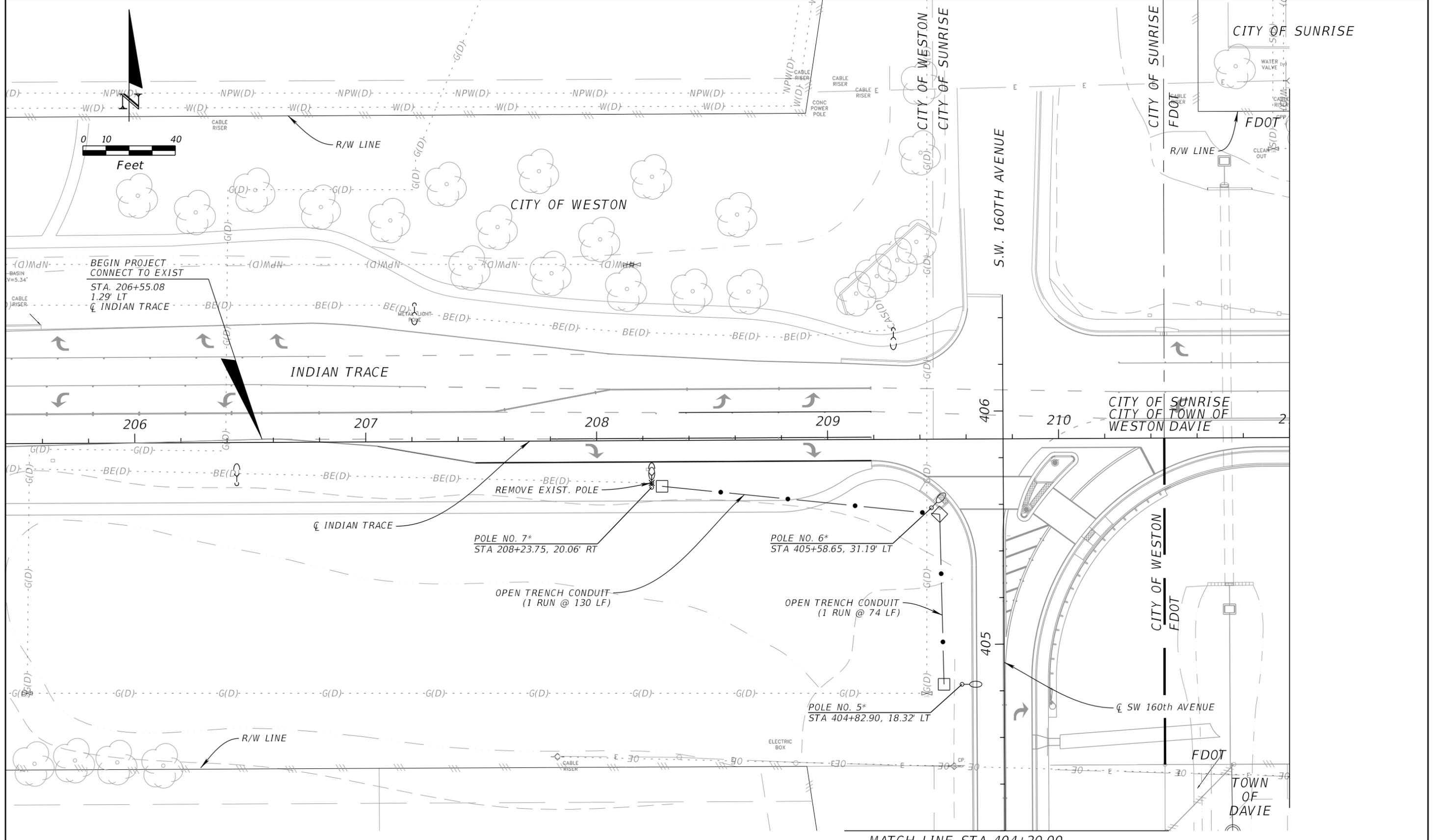
The following items are not reviewed or accepted by Broward County:

1. Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.

2. Broward County Traffic Engineering Division does not approve or inspect and accept the following items for maintenance: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work or asphalt work.

3. The City Engineer is responsible for the review and approval of the design and operation of the project, and for the inspection and acceptance of the following items that will be maintained by the City: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, pavement markings on or adjacent to painted asphalt, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work and asphalt work.

| CONSTRUCTION CONTRACT NO. | FISCAL YEAR | SHEET NO. |
|---------------------------|-------------|-----------|
|                           |             | 1         |



BEGIN PROJECT  
CONNECT TO EXIST  
STA. 206+55.08  
1.29' LT  
CL INDIAN TRACE

\*NOTE: POLES 5, 6, & 7 SHALL BE CONNECTED TO THE EXISTING CITY OF WESTON CIRCUIT

| REVISIONS |             |      |             |
|-----------|-------------|------|-------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |
|           |             |      |             |

Kimley-Horn and Associates, Inc.  
Registry No. 35106  
Tara Eve Swann, P.E.  
P.E. License No. 83378  
1920 Wekiva Way, Suite 200  
West Palm Beach, Florida 33411

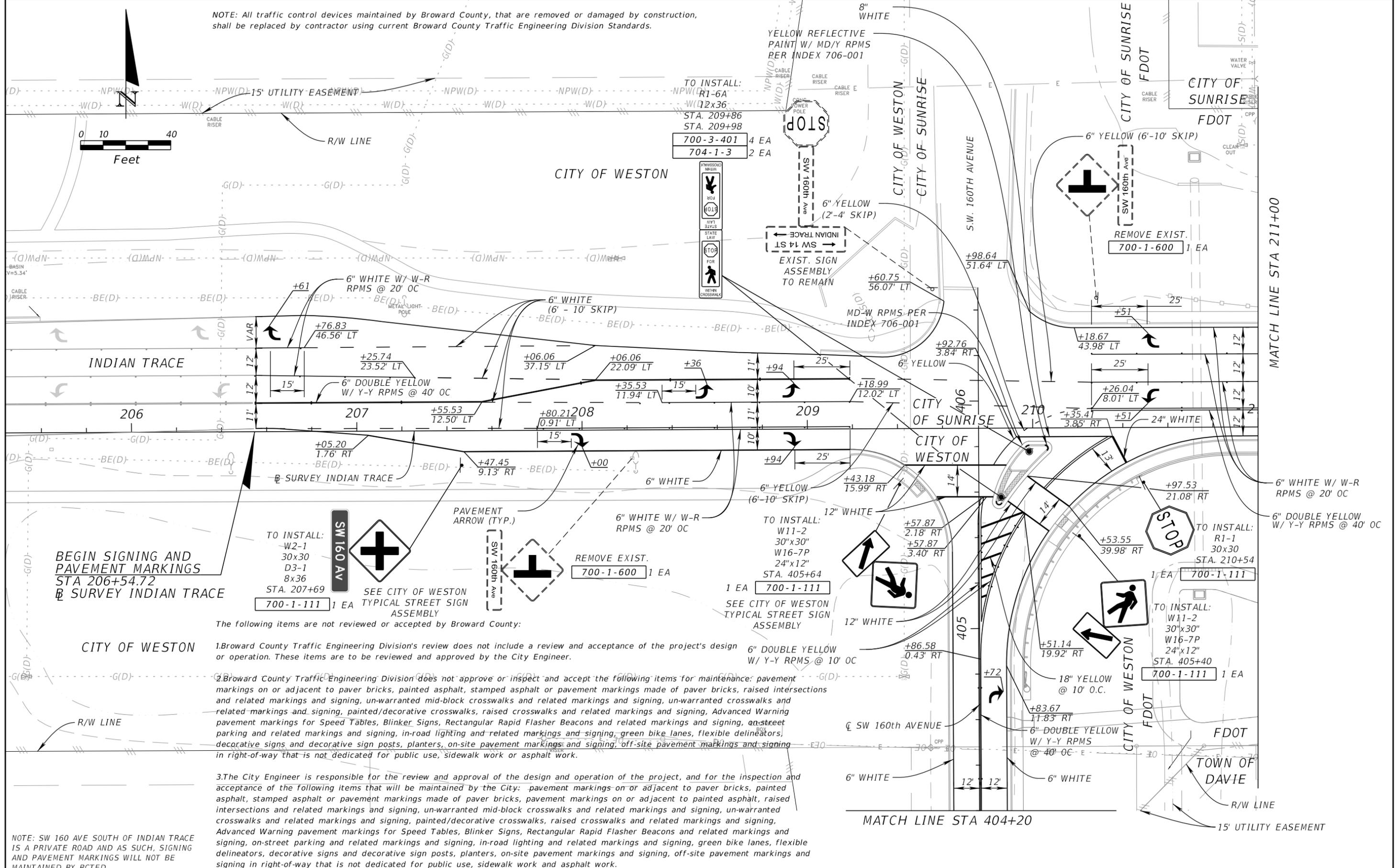
**HOME2 SUITES  
OFFSITE IMPROVEMENTS  
IN BROWARD COUNTY**

**LIGHTING PLAN 2 OF 2**

SHEET NO.  
54

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

NOTE: All traffic control devices maintained by Broward County, that are removed or damaged by construction, shall be replaced by contractor using current Broward County Traffic Engineering Division Standards.



BEGIN SIGNING AND PAVEMENT MARKINGS  
STA 206+54.72  
SURVEY INDIAN TRACE

TO INSTALL:  
W2-1  
30x30  
D3-1  
8x36  
STA. 207+69  
700-1-111 1 EA  
SEE CITY OF WESTON TYPICAL STREET SIGN ASSEMBLY

REMOVE EXIST.  
700-1-600 1 EA

TO INSTALL:  
W11-2  
30"x30"  
W16-7P  
24"x12"  
STA. 405+64  
700-1-111 1 EA  
SEE CITY OF WESTON TYPICAL STREET SIGN ASSEMBLY

TO INSTALL:  
R1-1  
30x30  
STA. 210+54  
700-1-111 1 EA

TO INSTALL:  
W11-2  
30"x30"  
W16-7P  
24"x12"  
STA. 405+40  
700-1-111 1 EA

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- Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.
  - Broward County Traffic Engineering Division does not approve or inspect and accept the following items for maintenance: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work or asphalt work.
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NOTE: SW 160 AVE SOUTH OF INDIAN TRACE IS A PRIVATE ROAD AND AS SUCH, SIGNING AND PAVEMENT MARKINGS WILL NOT BE MAINTAINED BY BCTD.

| REVISIONS |             |      |             |
|-----------|-------------|------|-------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |
|           |             |      |             |
|           |             |      |             |

Kimley-Horn and Associates, Inc.  
Registry No. 35106  
Tara Eve Swann, P.E.  
P.E. License No. 83378  
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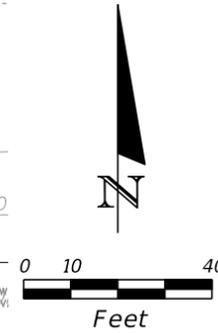
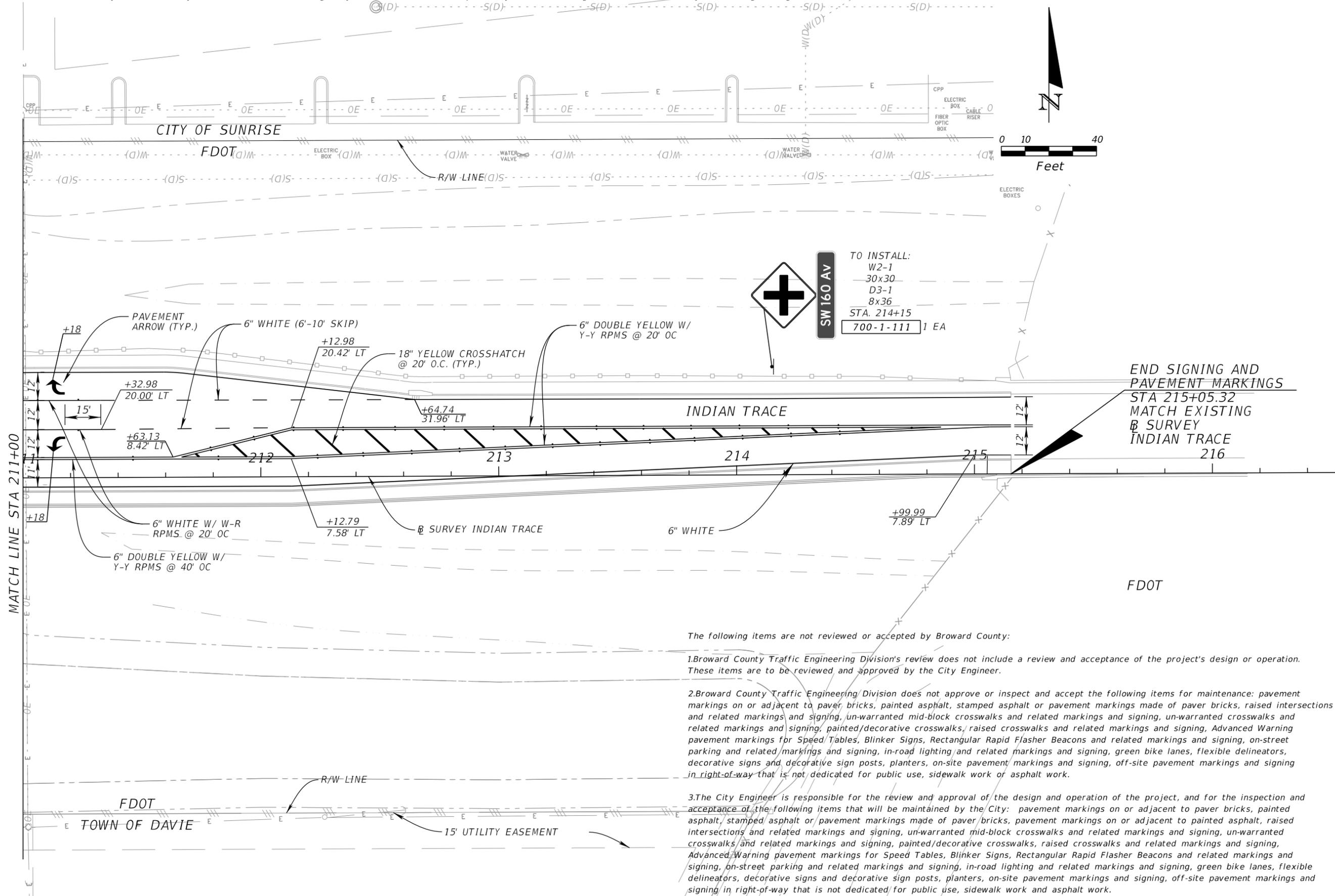
HOME2 SUITES  
OFFSITE IMPROVEMENTS  
IN BROWARD COUNTY

SIGNING AND PAVEMENT  
MARKING PLAN 2 OF 5

SHEET NO.  
43

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NOTE: All traffic control devices maintained by Broward County, that are removed or damaged by construction, shall be replaced by contractor using current Broward County Traffic Engineering Division Standards.



**TO INSTALL:**  
 W2-1  
 30x30  
 D3-1  
 8x36  
 STA. 214+15  
 700-1-111 1 EA

END SIGNING AND PAVEMENT MARKINGS  
 STA 215+05.32  
 MATCH EXISTING B SURVEY INDIAN TRACE  
 216

The following items are not reviewed or accepted by Broward County:

1. Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.
2. Broward County Traffic Engineering Division does not approve or inspect and accept the following items for maintenance: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work or asphalt work.
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MATCH LINE STA 211+00

| REVISIONS |             |      |             |
|-----------|-------------|------|-------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |
|           |             |      |             |

Kimley-Horn and Associates, Inc.  
 Registry No. 35106  
 Tara Eve Swann, P.E.  
 P.E. License No. 83378  
 1920 Wekiva Way, Suite 200  
 West Palm Beach, Florida 33411

**HOME2 SUITES  
 OFFSITE IMPROVEMENTS  
 IN BROWARD COUNTY**

**SIGNING AND PAVEMENT  
 MARKING PLAN 3 OF 5**

SHEET NO.  
 44

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## Appendix D

### Traffic Volumes

**AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| Intersection   | Scenario                        | EASTBOUND |            |           | WESTBOUND |            |            | NORTHBOUND |            |            | SOUTHBOUND |           |           |
|--|---------------------------------|-----------|------------|-----------|-----------|------------|------------|------------|------------|------------|------------|-----------|-----------|
|  |                                 | EBLT      | EBT        | EBRT      | WBLT      | WBT        | WBRT       | NBLT       | NBT        | NBRT       | SBLT       | SBT       | SBRT      |
| <b>AM PEAK HOUR</b>  |                                 |           |            |           |           |            |            |            |            |            |            |           |           |
| <b>SW 160 Avenue at<br/>Indian Trace Center<br/>Entrance</b> | Traffic Count (05/13/25)        | 1         | 2          | 1         | 53        | 13         | 28         | 3          | 110        | 117        | 33         | 73        | 10        |
|  | Peak Season Conversion 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      |
|  | <b>2025 Peak Season Traffic</b> | <b>1</b>  | <b>2</b>   | <b>1</b>  | <b>53</b> | <b>13</b>  | <b>28</b>  | <b>3</b>   | <b>110</b> | <b>117</b> | <b>33</b>  | <b>73</b> | <b>10</b> |
|  | Compound Growth Rate            | 1.0%      | 1.0%       | 1.0%      | 1.0%      | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%      | 1.0%      |
|  | Existing plus Background Growth | 1         | 2          | 1         | 54        | 13         | 29         | 3          | 112        | 119        | 34         | 74        | 10        |
|  | Committed Development           | 0         | 0          | 0         | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0         | 0         |
|  | <b>2027 Background Traffic</b>  | <b>1</b>  | <b>2</b>   | <b>1</b>  | <b>54</b> | <b>13</b>  | <b>29</b>  | <b>3</b>   | <b>112</b> | <b>119</b> | <b>34</b>  | <b>74</b> | <b>10</b> |
|  | Net New Project Trips           |           |            |           | 21        |            | 9          |            |            | 32         | 8          |           |           |
|  | Pass-By Project Trips           |           |            |           | -1        |            |            |            |            |            | -1         | 1         |           |
|  | <b>2027 Total Traffic</b>       | <b>1</b>  | <b>2</b>   | <b>1</b>  | <b>74</b> | <b>13</b>  | <b>38</b>  | <b>3</b>   | <b>112</b> | <b>151</b> | <b>41</b>  | <b>75</b> | <b>10</b> |
| <b>SW 160 Avenue at<br/>Indian Trace</b>                     | Traffic Count (05/13/25)        | 60        | 605        | 5         | 0         | 658        | 126        | 0          | 0          | 0          | 71         | 0         | 42        |
|  | Peak Season Conversion 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      |
|  | <b>2025 Peak Season Traffic</b> | <b>60</b> | <b>605</b> | <b>5</b>  | <b>0</b>  | <b>658</b> | <b>126</b> | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>71</b>  | <b>0</b>  | <b>42</b> |
|  | Compound Growth Rate            | 1.0%      | 1.0%       | 1.0%      | 1.0%      | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%      | 1.0%      |
|  | Existing plus Background Growth | 61        | 617        | 5         | 0         | 671        | 129        | 0          | 0          | 0          | 72         | 0         | 43        |
|  | Committed Development           |           |            | 28        | 15        |            |            |            |            | 30         |            |           |           |
|  | <b>2027 Background Traffic</b>  | <b>61</b> | <b>617</b> | <b>33</b> | <b>15</b> | <b>671</b> | <b>129</b> | <b>0</b>   | <b>0</b>   | <b>30</b>  | <b>72</b>  | <b>0</b>  | <b>43</b> |
|  | Net New Project Trips           | 24        |            |           |           |            | 8          |            |            |            | 5          |           | 16        |
|  | Pass-By Project Trips           | 0         |            |           |           |            | 0          |            |            |            | 0          |           | 0         |
|  | <b>2027 Total Traffic</b>       | <b>85</b> | <b>617</b> | <b>33</b> | <b>15</b> | <b>671</b> | <b>137</b> | <b>0</b>   | <b>0</b>   | <b>30</b>  | <b>77</b>  | <b>0</b>  | <b>59</b> |

**PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| Intersection   | Scenario                        | EASTBOUND  |            |           | WESTBOUND  |            |            | NORTHBOUND |            |            | SOUTHBOUND |           |            |
|--|---------------------------------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|------------|
|  |                                 | EBLT       | EBT        | EBRT      | WBLT       | WBT        | WBRT       | NBLT       | NBT        | NBRT       | SBLT       | SBT       | SBRT       |
| <b>PM PEAK HOUR</b>  |                                 |            |            |           |            |            |            |            |            |            |            |           |            |
| <b>SW 160 Avenue at<br/>Indian Trace Center<br/>Entrance</b> | Traffic Count (05/13/25)        | 6          | 14         | 2         | 96         | 29         | 42         | 5          | 130        | 154        | 33         | 64        | 11         |
|  | Peak Season Conversion 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       |
|  | <b>2025 Peak Season Traffic</b> | <b>6</b>   | <b>14</b>  | <b>2</b>  | <b>96</b>  | <b>29</b>  | <b>42</b>  | <b>5</b>   | <b>130</b> | <b>154</b> | <b>33</b>  | <b>64</b> | <b>11</b>  |
|  | Compound Growth Rate            | 1.0%       | 1.0%       | 1.0%      | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%      | 1.0%       |
|  | Existing plus Background Growth | 6          | 14         | 2         | 98         | 30         | 43         | 5          | 133        | 157        | 34         | 65        | 11         |
|  | Committed Development           | 0          | 0          | 0         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0         | 0          |
|  | <b>2027 Background Traffic</b>  | <b>6</b>   | <b>14</b>  | <b>2</b>  | <b>98</b>  | <b>30</b>  | <b>43</b>  | <b>5</b>   | <b>133</b> | <b>157</b> | <b>34</b>  | <b>65</b> | <b>11</b>  |
|  | Net New Project Trips           |            |            |           | 27         |            | 11         |            |            | 33         | 8          |           |            |
|  | Pass-By Project Trips           |            |            |           | -2         |            | -1         |            | 1          | -1         | -2         | 2         |            |
|  | <b>2027 Total Traffic</b>       | <b>6</b>   | <b>14</b>  | <b>2</b>  | <b>123</b> | <b>30</b>  | <b>53</b>  | <b>5</b>   | <b>134</b> | <b>189</b> | <b>40</b>  | <b>67</b> | <b>11</b>  |
| <b>SW 160 Avenue at<br/>Indian Trace</b>                     | Traffic Count (05/13/25)        | 140        | 667        | 3         | 0          | 534        | 141        | 0          | 0          | 0          | 68         | 0         | 91         |
|  | Peak Season Conversion 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       |
|  | <b>2025 Peak Season Traffic</b> | <b>140</b> | <b>667</b> | <b>3</b>  | <b>0</b>   | <b>534</b> | <b>141</b> | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>68</b>  | <b>0</b>  | <b>91</b>  |
|  | Compound Growth Rate            | 1.0%       | 1.0%       | 1.0%      | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%       | 1.0%      | 1.0%       |
|  | Existing plus Background Growth | 143        | 680        | 3         | 0          | 545        | 144        | 0          | 0          | 0          | 69         | 0         | 93         |
|  | Committed Development           |            |            | 31        | 16         |            |            |            |            | 46         |            |           |            |
|  | <b>2027 Background Traffic</b>  | <b>143</b> | <b>680</b> | <b>34</b> | <b>16</b>  | <b>545</b> | <b>144</b> | <b>0</b>   | <b>0</b>   | <b>46</b>  | <b>69</b>  | <b>0</b>  | <b>93</b>  |
|  | Net New Project Trips           | 25         |            |           |            |            | 8          |            |            |            | 6          |           | 21         |
|  | Pass-By Project Trips           | 0          |            |           |            |            | 0          |            |            |            | 0          |           | 0          |
|  | <b>2027 Total Traffic</b>       | <b>168</b> | <b>680</b> | <b>34</b> | <b>16</b>  | <b>545</b> | <b>152</b> | <b>0</b>   | <b>0</b>   | <b>46</b>  | <b>75</b>  | <b>0</b>  | <b>114</b> |

# CHP Consulting Engineers Inc

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Turning Movement Counts

File Name : Indian Trace at SW 160 Avenue

Indian Trace at SW 160 Avenue

Site Code : 01

Start Date : 5/13/2025

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

| Start Time       | SW 160 Avenue Southbound |          |           |          |          |          |            | Indian Trace Westbound |            |          |          |          |          |            | SW 160 Avenue Northbound |          |          |          |          |          |            | Indian Trace Eastbound |            |            |          |          |          |            | Int. Total  |
|------------------|--------------------------|----------|-----------|----------|----------|----------|------------|------------------------|------------|----------|----------|----------|----------|------------|--------------------------|----------|----------|----------|----------|----------|------------|------------------------|------------|------------|----------|----------|----------|------------|-------------|
|                  | Right                    | Thru     | Left      | U-Turn   | P CNL    | B CNL    | App. Total | Right                  | Thru       | Left     | U-Turn   | P CEL    | B CEL    | App. Total | Right                    | Thru     | Left     | U-Turn   | P CSL    | B CSL    | App. Total | Right                  | Thru       | Left       | U-Turn   | P CWL    | B CWL    | App. Total |             |
| 07:00 AM         | 13                       | 0        | 25        | 0        | 0        | 1        | 39         | 25                     | 76         | 0        | 0        | 0        | 0        | 101        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 3                      | 85         | 5          | 0        | 0        | 0        | 93         | 233         |
| 07:15 AM         | 8                        | 0        | 38        | 0        | 0        | 0        | 46         | 28                     | 126        | 0        | 0        | 0        | 0        | 154        | 0                        | 1        | 1        | 0        | 0        | 0        | 2          | 3                      | 104        | 10         | 0        | 0        | 0        | 117        | 319         |
| 07:30 AM         | 5                        | 1        | 19        | 0        | 0        | 0        | 25         | 36                     | 186        | 0        | 0        | 0        | 0        | 222        | 0                        | 0        | 0        | 0        | 1        | 0        | 1          | 0                      | 172        | 11         | 0        | 0        | 0        | 183        | 431         |
| 07:45 AM         | 7                        | 0        | 9         | 0        | 0        | 0        | 16         | 32                     | 173        | 0        | 0        | 0        | 0        | 205        | 1                        | 0        | 0        | 0        | 0        | 0        | 1          | 1                      | 177        | 17         | 0        | 0        | 0        | 195        | 417         |
| <b>Total</b>     | <b>33</b>                | <b>1</b> | <b>91</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>126</b> | <b>121</b>             | <b>561</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>682</b> | <b>1</b>                 | <b>1</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>4</b>   | <b>7</b>               | <b>538</b> | <b>43</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>588</b> | <b>1400</b> |
| 08:00 AM         | 22                       | 0        | 5         | 0        | 1        | 0        | 28         | 30                     | 173        | 0        | 0        | 0        | 0        | 203        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 1                      | 152        | 22         | 0        | 0        | 0        | 175        | 406         |
| 08:15 AM         | 15                       | 1        | 12        | 0        | 0        | 0        | 28         | 32                     | 117        | 0        | 0        | 0        | 0        | 149        | 1                        | 0        | 0        | 0        | 0        | 0        | 1          | 1                      | 82         | 24         | 0        | 0        | 0        | 107        | 285         |
| 08:30 AM         | 25                       | 0        | 15        | 0        | 1        | 0        | 41         | 36                     | 128        | 1        | 0        | 0        | 0        | 165        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 2                      | 80         | 27         | 1        | 0        | 0        | 110        | 316         |
| 08:45 AM         | 21                       | 0        | 13        | 0        | 1        | 1        | 36         | 43                     | 104        | 0        | 0        | 0        | 0        | 147        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 1                      | 87         | 20         | 0        | 0        | 0        | 108        | 291         |
| <b>Total</b>     | <b>83</b>                | <b>1</b> | <b>45</b> | <b>0</b> | <b>3</b> | <b>1</b> | <b>133</b> | <b>141</b>             | <b>522</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>664</b> | <b>1</b>                 | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b>   | <b>5</b>               | <b>401</b> | <b>93</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>500</b> | <b>1298</b> |
| *** BREAK ***    |                          |          |           |          |          |          |            |                        |            |          |          |          |          |            |                          |          |          |          |          |          |            |                        |            |            |          |          |          |            |             |
| 04:00 PM         | 27                       | 0        | 16        | 0        | 0        | 0        | 43         | 42                     | 134        | 0        | 0        | 0        | 0        | 176        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 0                      | 158        | 27         | 0        | 0        | 0        | 185        | 404         |
| 04:15 PM         | 26                       | 0        | 23        | 0        | 0        | 0        | 49         | 30                     | 99         | 0        | 0        | 0        | 0        | 129        | 1                        | 0        | 0        | 0        | 1        | 0        | 2          | 1                      | 158        | 21         | 0        | 0        | 0        | 180        | 360         |
| 04:30 PM         | 16                       | 0        | 14        | 0        | 0        | 1        | 31         | 31                     | 130        | 0        | 0        | 0        | 0        | 161        | 1                        | 0        | 0        | 0        | 0        | 0        | 1          | 0                      | 142        | 31         | 0        | 0        | 0        | 173        | 366         |
| 04:45 PM         | 20                       | 0        | 19        | 0        | 0        | 2        | 41         | 42                     | 132        | 0        | 0        | 0        | 0        | 174        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 0                      | 139        | 30         | 0        | 0        | 0        | 170        | 385         |
| <b>Total</b>     | <b>89</b>                | <b>0</b> | <b>72</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>164</b> | <b>145</b>             | <b>495</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>640</b> | <b>2</b>                 | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>3</b>   | <b>2</b>               | <b>597</b> | <b>109</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>708</b> | <b>1515</b> |
| 05:00 PM         | 21                       | 0        | 17        | 0        | 0        | 1        | 39         | 30                     | 140        | 0        | 0        | 0        | 0        | 170        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 0                      | 194        | 39         | 0        | 0        | 0        | 233        | 442         |
| 05:15 PM         | 27                       | 0        | 16        | 0        | 0        | 0        | 43         | 34                     | 126        | 0        | 0        | 0        | 0        | 160        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 0                      | 179        | 36         | 0        | 0        | 0        | 215        | 418         |
| 05:30 PM         | 23                       | 0        | 16        | 0        | 1        | 0        | 40         | 35                     | 136        | 0        | 0        | 0        | 0        | 171        | 0                        | 0        | 0        | 0        | 0        | 0        | 0          | 2                      | 155        | 35         | 0        | 0        | 0        | 192        | 403         |
| 05:45 PM         | 24                       | 1        | 15        | 0        | 0        | 0        | 40         | 42                     | 115        | 0        | 0        | 0        | 0        | 157        | 0                        | 0        | 1        | 0        | 0        | 0        | 1          | 1                      | 148        | 36         | 0        | 0        | 0        | 185        | 383         |
| <b>Total</b>     | <b>95</b>                | <b>1</b> | <b>64</b> | <b>0</b> | <b>1</b> | <b>1</b> | <b>162</b> | <b>141</b>             | <b>517</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>658</b> | <b>0</b>                 | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b>   | <b>3</b>               | <b>676</b> | <b>146</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>825</b> | <b>1646</b> |
| Grand Total      | 300                      | 3        | 272       | 0        | 4        | 6        | 585        | 548                    | 2095       | 1        | 0        | 0        | 0        | 2644       | 4                        | 1        | 2        | 0        | 2        | 0        | 9          | 17                     | 2212       | 391        | 1        | 0        | 0        | 2621       | 5859        |
| Apprch %         | 51.3                     | 0.5      | 46.5      | 0        | 0.7      | 1        |            | 20.7                   | 79.2       | 0        | 0        | 0        | 0        |            | 44.4                     | 11.1     | 22.2     | 0        | 22.2     | 0        |            | 0.6                    | 84.4       | 14.9       | 0        | 0        | 0        |            |             |
| Total %          | 5.1                      | 0.1      | 4.6       | 0        | 0.1      | 0.1      | 10         | 9.4                    | 35.8       | 0        | 0        | 0        | 0        | 45.1       | 0.1                      | 0        | 0        | 0        | 0        | 0        | 0.2        | 0.3                    | 37.8       | 6.7        | 0        | 0        | 0        | 44.7       |             |
| Passenger Cars   | 292                      | 3        | 271       | 0        | 4        | 6        | 576        | 545                    | 2076       | 0        | 0        | 0        | 0        | 2621       | 3                        | 1        | 1        | 0        | 2        | 0        | 7          | 14                     | 2192       | 385        | 1        | 0        | 0        | 2592       | 5796        |
| % Passenger Cars | 97.3                     | 100      | 99.6      | 0        | 100      | 100      | 98.5       | 99.5                   | 99.1       | 0        | 0        | 0        | 0        | 99.1       | 75                       | 100      | 50       | 0        | 100      | 0        | 77.8       | 82.4                   | 99.1       | 98.5       | 100      | 0        | 0        | 98.9       | 98.9        |
| Heavy Vehicles   | 8                        | 0        | 1         | 0        | 0        | 0        | 9          | 3                      | 19         | 1        | 0        | 0        | 0        | 23         | 1                        | 0        | 1        | 0        | 0        | 0        | 2          | 3                      | 20         | 6          | 0        | 0        | 0        | 29         | 63          |
| % Heavy Vehicles | 2.7                      | 0        | 0.4       | 0        | 0        | 0        | 1.5        | 0.5                    | 0.9        | 100      | 0        | 0        | 0        | 0.9        | 25                       | 0        | 50       | 0        | 0        | 0        | 22.2       | 17.6                   | 0.9        | 1.5        | 0        | 0        | 0        | 1.1        | 1.1         |

P CEL:Pedestrians Crossing East Leg - B CEL:Bicyclists Crossing East Leg

P CNL:Pedestrians Crossing North Leg - B CNL:Bicyclists Crossing North Leg

P CSL:Pedestrians Crossing South Leg - B CSL:Bicyclists Crossing South Leg

P CWL:Pedestrians Crossing West Leg - B CWL:Bicyclists Crossing West Leg

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Turning Movement Counts

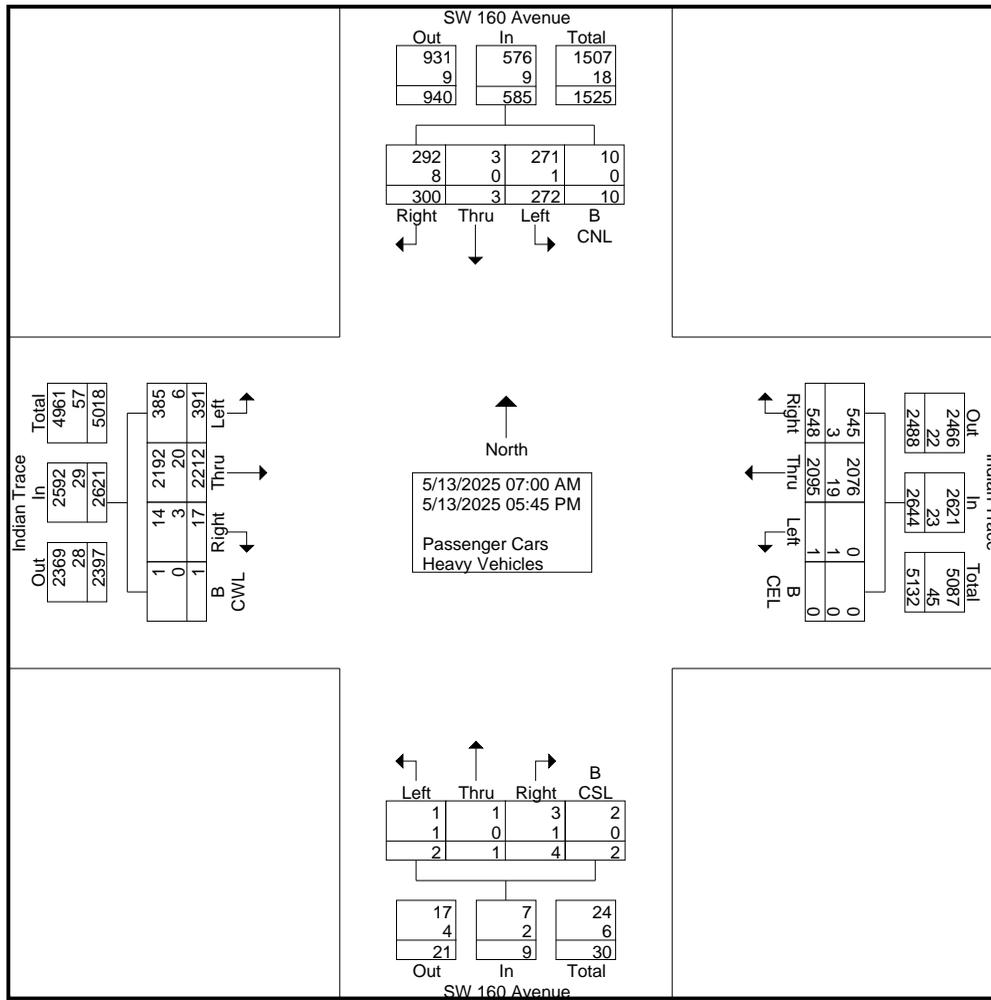
Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue

Site Code : 01

Start Date : 5/13/2025

Page No : 2



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Turning Movement Counts

File Name : Indian Trace at SW 160 Avenue

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Site Code : 01

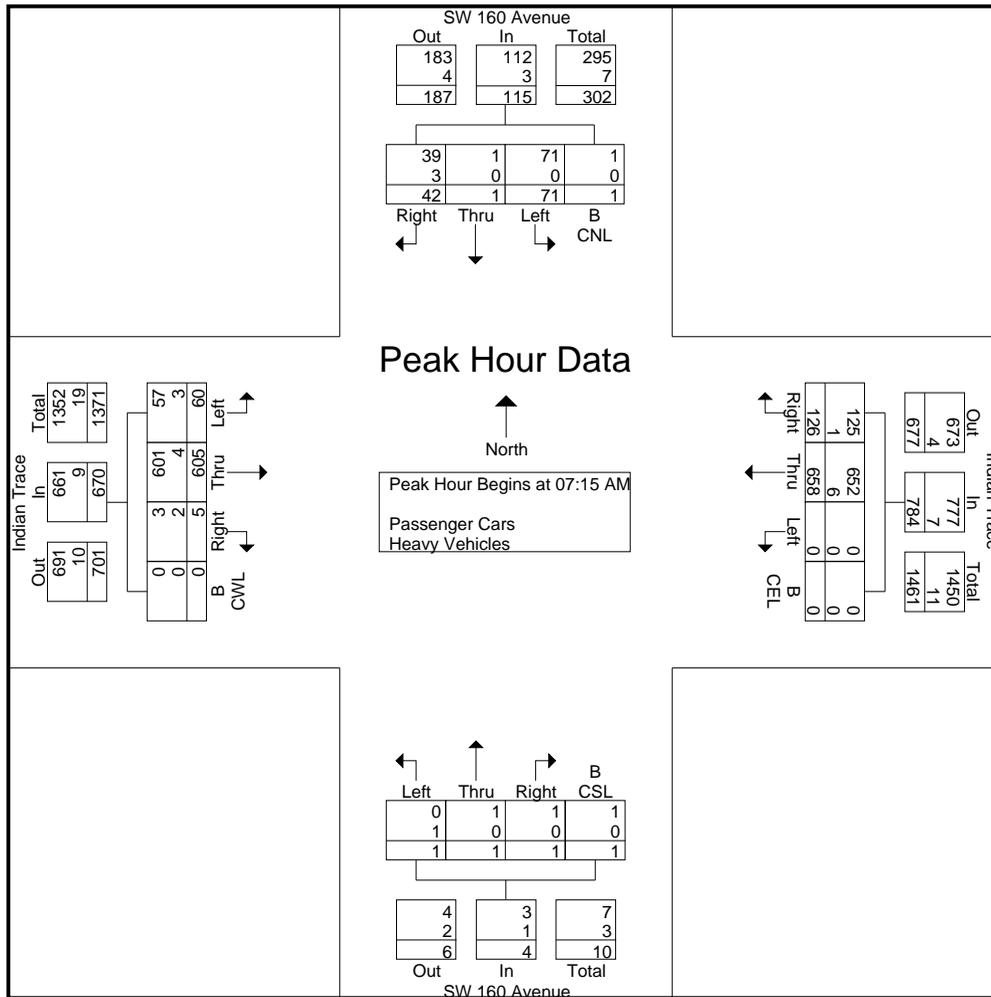
Start Date : 5/13/2025

Page No : 4

| Start Time       | SW 160 Avenue Southbound |      |      |        |       |       |            | Indian Trace Westbound |      |      |        |       |       |            | SW 160 Avenue Northbound |      |      |        |       |       |            | Indian Trace Eastbound |      |      |        |      |      |            | Int. Total |
|------------------|--------------------------|------|------|--------|-------|-------|------------|------------------------|------|------|--------|-------|-------|------------|--------------------------|------|------|--------|-------|-------|------------|------------------------|------|------|--------|------|------|------------|------------|
|                  | Right                    | Thru | Left | U-Turn | P CNL | B CNL | App. Total | Right                  | Thru | Left | U-Turn | P CEL | B CEL | App. Total | Right                    | Thru | Left | U-Turn | P CSL | B CSL | App. Total | Right                  | Thru | Left | U-Turn | P CW | B CW | App. Total |            |
| 07:15 AM         | 8                        | 0    | 38   | 0      | 0     | 0     | 46         | 28                     | 126  | 0    | 0      | 0     | 0     | 154        | 0                        | 1    | 1    | 0      | 0     | 0     | 2          | 3                      | 104  | 10   | 0      | 0    | 0    | 117        | 319        |
| 07:30 AM         | 5                        | 1    | 19   | 0      | 0     | 0     | 25         | 36                     | 186  | 0    | 0      | 0     | 0     | 222        | 0                        | 0    | 0    | 0      | 1     | 0     | 1          | 0                      | 172  | 11   | 0      | 0    | 0    | 183        | 431        |
| 07:45 AM         | 7                        | 0    | 9    | 0      | 0     | 0     | 16         | 32                     | 173  | 0    | 0      | 0     | 0     | 205        | 1                        | 0    | 0    | 0      | 0     | 0     | 1          | 1                      | 177  | 22   | 0      | 0    | 0    | 195        | 417        |
| 08:00 AM         | 22                       | 0    | 5    | 0      | 1     | 0     | 28         | 30                     | 173  | 0    | 0      | 0     | 0     | 203        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 1                      | 152  | 22   | 0      | 0    | 0    | 175        | 406        |
| Total Volume     | 42                       | 1    | 71   | 0      | 1     | 0     | 115        | 126                    | 658  | 0    | 0      | 0     | 0     | 784        | 1                        | 1    | 1    | 0      | 1     | 0     | 4          | 5                      | 605  | 60   | 0      | 0    | 0    | 670        | 1573       |
| % App. Total     | 36.5                     | 0.9  | 61.7 | 0      | 0.9   | 0     |            | 16.1                   | 83.9 | 0    | 0      | 0     | 0     |            | 25                       | 25   | 25   | 0      | 25    | 0     |            | 0.7                    | 90.3 | 9    | 0      | 0    | 0    |            |            |
| PHF              | .477                     | .250 | .467 | .000   | .250  | .000  | .625       | .875                   | .884 | .000 | .000   | .000  | .000  | .883       | .250                     | .250 | .250 | .000   | .250  | .000  | .500       | .417                   | .855 | .682 | .000   | .000 | .000 | .859       | .912       |
| Passenger Cars   | 39                       | 1    | 71   | 0      | 1     | 0     | 112        | 125                    | 652  | 0    | 0      | 0     | 0     | 777        | 1                        | 1    | 0    | 0      | 1     | 0     | 3          | 3                      | 601  | 57   | 0      | 0    | 0    | 661        | 1553       |
| % Passenger Cars | 92.9                     | 100  | 100  | 0      | 100   | 0     | 97.4       | 99.2                   | 99.1 | 0    | 0      | 0     | 0     | 99.1       | 100                      | 100  | 0    | 0      | 100   | 0     | 75.0       | 60.0                   | 99.3 | 95.0 | 0      | 0    | 0    | 98.7       | 98.7       |
| Heavy Vehicles   | 3                        | 0    | 0    | 0      | 0     | 0     | 3          | 1                      | 6    | 0    | 0      | 0     | 0     | 7          | 0                        | 0    | 1    | 0      | 0     | 0     | 1          | 2                      | 4    | 3    | 0      | 0    | 0    | 9          | 20         |
| % Heavy Vehicles | 7.1                      | 0    | 0    | 0      | 0     | 0     | 2.6        | 0.8                    | 0.9  | 0    | 0      | 0     | 0     | 0.9        | 0                        | 0    | 100  | 0      | 0     | 0     | 25.0       | 40.0                   | 0.7  | 5.0  | 0      | 0    | 0    | 1.3        | 1.3        |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



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Turning Movement Counts

File Name : Indian Trace at SW 160 Avenue

Indian Trace at SW 160 Avenue

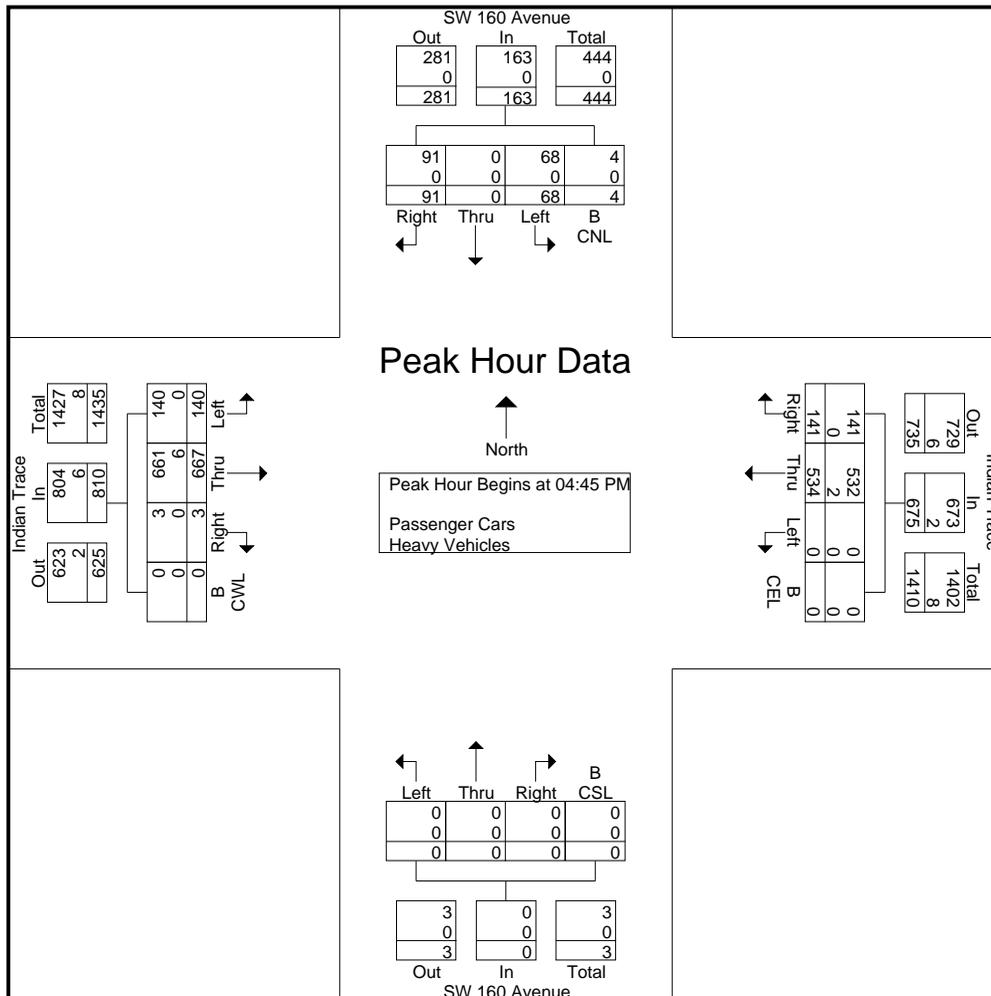
Site Code : 01

Start Date : 5/13/2025

Page No : 8

| Start Time       | SW 160 Avenue Southbound |      |      |        |       |       |            | Indian Trace Westbound |      |      |        |       |       |            | SW 160 Avenue Northbound |      |      |        |       |       |            | Indian Trace Eastbound |      |      |        |      |      |            | Int. Total |
|------------------|--------------------------|------|------|--------|-------|-------|------------|------------------------|------|------|--------|-------|-------|------------|--------------------------|------|------|--------|-------|-------|------------|------------------------|------|------|--------|------|------|------------|------------|
|                  | Right                    | Thru | Left | U-Turn | P CNL | B CNL | App. Total | Right                  | Thru | Left | U-Turn | P CEL | B CEL | App. Total | Right                    | Thru | Left | U-Turn | P CSL | B CSL | App. Total | Right                  | Thru | Left | U-Turn | P CW | B CW | App. Total |            |
| 04:45 PM         | 20                       | 0    | 19   | 0      | 0     | 2     | 41         | 42                     | 132  | 0    | 0      | 0     | 0     | 174        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 1                      | 139  | 30   | 0      | 0    | 0    | 170        | 385        |
| 05:00 PM         | 21                       | 0    | 17   | 0      | 0     | 1     | 39         | 30                     | 140  | 0    | 0      | 0     | 0     | 170        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 194                    | 39   | 0    | 0      | 0    | 0    | 233        | 442        |
| 05:15 PM         | 27                       | 0    | 16   | 0      | 0     | 0     | 43         | 34                     | 126  | 0    | 0      | 0     | 0     | 160        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                      | 179  | 36   | 0      | 0    | 0    | 215        | 418        |
| 05:30 PM         | 23                       | 0    | 16   | 0      | 1     | 0     | 40         | 35                     | 136  | 0    | 0      | 0     | 0     | 171        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 2                      | 155  | 35   | 0      | 0    | 0    | 192        | 403        |
| Total Volume     | 91                       | 0    | 68   | 0      | 1     | 3     | 163        | 141                    | 534  | 0    | 0      | 0     | 0     | 675        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 3                      | 667  | 140  | 0      | 0    | 0    | 810        | 1648       |
| % App. Total     | 55.8                     | 0    | 41.7 | 0      | 0.6   | 1.8   |            | 20.9                   | 79.1 | 0    | 0      | 0     | 0     |            | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0.4                    | 82.3 | 17.3 | 0      | 0    | 0    |            |            |
| PHF              | .843                     | .000 | .895 | .000   | .250  | .375  | .948       | .839                   | .954 | .000 | .000   | .000  | .000  | .970       | .000                     | .000 | .000 | .000   | .000  | .000  | .000       | .375                   | .860 | .897 | .000   | .000 | .000 | .869       | .932       |
| Passenger Cars   | 91                       | 0    | 68   | 0      | 1     | 3     | 163        | 141                    | 532  | 0    | 0      | 0     | 0     | 673        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 3                      | 661  | 140  | 0      | 0    | 0    | 804        | 1640       |
| % Passenger Cars | 100                      | 0    | 100  | 0      | 100   | 100   | 100        | 100                    | 99.6 | 0    | 0      | 0     | 0     | 99.7       | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 100                    | 99.1 | 100  | 0      | 0    | 0    | 99.3       | 99.5       |
| Heavy Vehicles   | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                      | 2    | 0    | 0      | 0     | 0     | 2          | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                      | 6    | 0    | 0      | 0    | 0    | 6          | 8          |
| % Heavy Vehicles | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                      | 0.4  | 0    | 0      | 0     | 0     | 0.3        | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                      | 0.9  | 0    | 0      | 0    | 0    | 0.7        | 0.5        |

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:45 PM



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Turning Movement Counts

File Name : SW 160 Avenue at Indian Trace Center Plaza

SW 160 Avenue at Indian Trace Center Pla

Site Code : 01

Start Date : 5/13/2025

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

| Start Time              | SW 160 Avenue Southbound |             |            |            |            |            |             | Indian Trace Center plaza Westbound |             |             |          |            |            |             | SW 160 Avenue Northbound |             |             |            |          |            |             | Indian Trace Center plaza Eastbound |             |             |          |            |          |            | Int. Total  |             |
|-------------------------|--------------------------|-------------|------------|------------|------------|------------|-------------|-------------------------------------|-------------|-------------|----------|------------|------------|-------------|--------------------------|-------------|-------------|------------|----------|------------|-------------|-------------------------------------|-------------|-------------|----------|------------|----------|------------|-------------|-------------|
|                         | Right                    | Thru        | Left       | U-Turn     | P CNL      | B CNL      | App. Total  | Right                               | Thru        | Left        | U-Turn   | P CEL      | B CEL      | App. Total  | Right                    | Thru        | Left        | U-Turn     | P CSL    | B CSL      | App. Total  | Right                               | Thru        | Left        | U-Turn   | P CW L     | B CW L   | App. Total |             |             |
| 07:00 AM                | 2                        | 28          | 3          | 0          | 0          | 0          | 33          | 2                                   | 0           | 11          | 0        | 1          | 0          | 14          | 7                        | 23          | 0           | 0          | 0        | 0          | 30          | 0                                   | 0           | 0           | 0        | 0          | 0        | 0          | 0           | 77          |
| 07:15 AM                | 1                        | 40          | 1          | 0          | 0          | 0          | 42          | 1                                   | 1           | 5           | 0        | 0          | 0          | 7           | 11                       | 28          | 1           | 0          | 0        | 0          | 40          | 0                                   | 0           | 0           | 0        | 0          | 0        | 0          | 0           | 89          |
| 07:30 AM                | 1                        | 19          | 1          | 0          | 0          | 0          | 21          | 1                                   | 3           | 7           | 0        | 1          | 0          | 12          | 9                        | 38          | 1           | 0          | 0        | 0          | 48          | 0                                   | 0           | 0           | 0        | 0          | 0        | 0          | 0           | 81          |
| 07:45 AM                | 4                        | 9           | 4          | 0          | 0          | 0          | 17          | 1                                   | 0           | 5           | 0        | 2          | 0          | 8           | 14                       | 31          | 3           | 0          | 0        | 0          | 48          | 0                                   | 1           | 0           | 0        | 0          | 0        | 0          | 1           | 74          |
| <b>Total</b>            | <b>8</b>                 | <b>96</b>   | <b>9</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>113</b>  | <b>5</b>                            | <b>4</b>    | <b>28</b>   | <b>0</b> | <b>4</b>   | <b>0</b>   | <b>41</b>   | <b>41</b>                | <b>120</b>  | <b>5</b>    | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>166</b>  | <b>0</b>                            | <b>1</b>    | <b>0</b>    | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>1</b>    | <b>321</b>  |
| 08:00 AM                | 3                        | 15          | 7          | 0          | 0          | 0          | 25          | 4                                   | 1           | 10          | 0        | 0          | 0          | 15          | 23                       | 29          | 0           | 0          | 0        | 0          | 52          | 1                                   | 0           | 0           | 0        | 0          | 0        | 0          | 1           | 93          |
| 08:15 AM                | 1                        | 14          | 7          | 0          | 0          | 0          | 22          | 1                                   | 2           | 13          | 0        | 0          | 0          | 16          | 24                       | 28          | 0           | 0          | 0        | 0          | 52          | 0                                   | 1           | 0           | 0        | 0          | 0        | 0          | 1           | 91          |
| 08:30 AM                | 3                        | 23          | 10         | 0          | 0          | 0          | 36          | 14                                  | 5           | 20          | 0        | 0          | 0          | 39          | 36                       | 24          | 3           | 0          | 0        | 0          | 63          | 0                                   | 0           | 1           | 0        | 0          | 0        | 0          | 1           | 139         |
| 08:45 AM                | 3                        | 21          | 9          | 0          | 0          | 0          | 33          | 9                                   | 5           | 10          | 0        | 0          | 0          | 24          | 34                       | 29          | 0           | 0          | 0        | 0          | 63          | 0                                   | 1           | 0           | 0        | 0          | 0        | 0          | 1           | 121         |
| <b>Total</b>            | <b>10</b>                | <b>73</b>   | <b>33</b>  | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>116</b>  | <b>28</b>                           | <b>13</b>   | <b>53</b>   | <b>0</b> | <b>0</b>   | <b>0</b>   | <b>94</b>   | <b>117</b>               | <b>110</b>  | <b>3</b>    | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>230</b>  | <b>1</b>                            | <b>2</b>    | <b>1</b>    | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>4</b>    | <b>444</b>  |
| *** BREAK ***           |                          |             |            |            |            |            |             |                                     |             |             |          |            |            |             |                          |             |             |            |          |            |             |                                     |             |             |          |            |          |            |             |             |
| 04:00 PM                | 0                        | 17          | 10         | 0          | 1          | 1          | 29          | 12                                  | 5           | 27          | 0        | 1          | 2          | 47          | 36                       | 35          | 0           | 0          | 0        | 0          | 71          | 0                                   | 1           | 1           | 0        | 0          | 0        | 0          | 2           | 149         |
| 04:15 PM                | 1                        | 23          | 9          | 0          | 0          | 0          | 33          | 15                                  | 5           | 26          | 0        | 0          | 0          | 46          | 22                       | 30          | 0           | 0          | 0        | 0          | 52          | 0                                   | 4           | 0           | 0        | 0          | 0        | 0          | 4           | 135         |
| 04:30 PM                | 4                        | 11          | 8          | 0          | 0          | 1          | 24          | 7                                   | 5           | 19          | 0        | 0          | 2          | 33          | 28                       | 44          | 1           | 0          | 0        | 2          | 75          | 0                                   | 2           | 0           | 0        | 1          | 0        | 0          | 3           | 135         |
| 04:45 PM                | 6                        | 15          | 7          | 1          | 0          | 0          | 29          | 19                                  | 2           | 19          | 0        | 0          | 0          | 40          | 36                       | 33          | 1           | 0          | 0        | 0          | 70          | 2                                   | 2           | 2           | 0        | 0          | 0        | 0          | 6           | 145         |
| <b>Total</b>            | <b>11</b>                | <b>66</b>   | <b>34</b>  | <b>1</b>   | <b>1</b>   | <b>2</b>   | <b>115</b>  | <b>53</b>                           | <b>17</b>   | <b>91</b>   | <b>0</b> | <b>1</b>   | <b>4</b>   | <b>166</b>  | <b>122</b>               | <b>142</b>  | <b>2</b>    | <b>0</b>   | <b>0</b> | <b>2</b>   | <b>268</b>  | <b>2</b>                            | <b>9</b>    | <b>3</b>    | <b>0</b> | <b>1</b>   | <b>0</b> | <b>0</b>   | <b>15</b>   | <b>564</b>  |
| 05:00 PM                | 4                        | 16          | 6          | 0          | 0          | 0          | 26          | 12                                  | 10          | 25          | 0        | 0          | 0          | 47          | 30                       | 40          | 1           | 0          | 0        | 0          | 71          | 0                                   | 4           | 2           | 0        | 0          | 0        | 0          | 6           | 150         |
| 05:15 PM                | 3                        | 18          | 8          | 0          | 0          | 0          | 29          | 12                                  | 10          | 22          | 0        | 0          | 0          | 44          | 34                       | 33          | 1           | 1          | 0        | 0          | 69          | 0                                   | 2           | 1           | 0        | 0          | 0        | 0          | 3           | 145         |
| 05:30 PM                | 0                        | 16          | 8          | 0          | 0          | 0          | 24          | 7                                   | 6           | 21          | 0        | 1          | 0          | 35          | 43                       | 28          | 0           | 1          | 0        | 0          | 72          | 0                                   | 1           | 0           | 0        | 0          | 0        | 0          | 1           | 132         |
| 05:45 PM                | 4                        | 14          | 11         | 0          | 1          | 1          | 31          | 11                                  | 3           | 28          | 0        | 1          | 2          | 45          | 47                       | 29          | 1           | 0          | 0        | 2          | 79          | 2                                   | 7           | 3           | 0        | 0          | 0        | 0          | 12          | 167         |
| <b>Total</b>            | <b>11</b>                | <b>64</b>   | <b>33</b>  | <b>0</b>   | <b>1</b>   | <b>1</b>   | <b>110</b>  | <b>42</b>                           | <b>29</b>   | <b>96</b>   | <b>0</b> | <b>2</b>   | <b>2</b>   | <b>171</b>  | <b>154</b>               | <b>130</b>  | <b>3</b>    | <b>2</b>   | <b>0</b> | <b>2</b>   | <b>291</b>  | <b>2</b>                            | <b>14</b>   | <b>6</b>    | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>22</b>   | <b>594</b>  |
| <b>Grand Total</b>      | <b>40</b>                | <b>299</b>  | <b>109</b> | <b>1</b>   | <b>2</b>   | <b>3</b>   | <b>454</b>  | <b>128</b>                          | <b>63</b>   | <b>268</b>  | <b>0</b> | <b>7</b>   | <b>6</b>   | <b>472</b>  | <b>434</b>               | <b>502</b>  | <b>13</b>   | <b>2</b>   | <b>0</b> | <b>4</b>   | <b>955</b>  | <b>5</b>                            | <b>26</b>   | <b>10</b>   | <b>0</b> | <b>1</b>   | <b>0</b> | <b>0</b>   | <b>42</b>   | <b>1923</b> |
| <b>Apprch %</b>         | <b>8.8</b>               | <b>65.9</b> | <b>24</b>  | <b>0.2</b> | <b>0.4</b> | <b>0.7</b> |             | <b>27.1</b>                         | <b>13.3</b> | <b>56.8</b> | <b>0</b> | <b>1.5</b> | <b>1.3</b> |             | <b>45.4</b>              | <b>52.6</b> | <b>1.4</b>  | <b>0.2</b> | <b>0</b> | <b>0.4</b> |             | <b>11.9</b>                         | <b>61.9</b> | <b>23.8</b> | <b>0</b> | <b>2.4</b> | <b>0</b> |            |             |             |
| <b>Total %</b>          | <b>2.1</b>               | <b>15.5</b> | <b>5.7</b> | <b>0.1</b> | <b>0.1</b> | <b>0.2</b> | <b>23.6</b> | <b>6.7</b>                          | <b>3.3</b>  | <b>13.9</b> | <b>0</b> | <b>0.4</b> | <b>0.3</b> | <b>24.5</b> | <b>22.6</b>              | <b>26.1</b> | <b>0.7</b>  | <b>0.1</b> | <b>0</b> | <b>0.2</b> | <b>49.7</b> | <b>0.3</b>                          | <b>1.4</b>  | <b>0.5</b>  | <b>0</b> | <b>0.1</b> | <b>0</b> | <b>0</b>   | <b>2.2</b>  |             |
| <b>Passenger Cars</b>   | <b>38</b>                | <b>297</b>  | <b>109</b> | <b>1</b>   | <b>2</b>   | <b>3</b>   | <b>450</b>  | <b>128</b>                          | <b>63</b>   | <b>263</b>  | <b>0</b> | <b>7</b>   | <b>3</b>   | <b>464</b>  | <b>429</b>               | <b>500</b>  | <b>8</b>    | <b>2</b>   | <b>0</b> | <b>2</b>   | <b>941</b>  | <b>4</b>                            | <b>26</b>   | <b>10</b>   | <b>0</b> | <b>1</b>   | <b>0</b> | <b>0</b>   | <b>41</b>   | <b>1896</b> |
| <b>% Passenger Cars</b> | <b>95</b>                | <b>99.3</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>99.1</b> | <b>100</b>                          | <b>100</b>  | <b>98.1</b> | <b>0</b> | <b>100</b> | <b>50</b>  | <b>98.3</b> | <b>98.8</b>              | <b>99.6</b> | <b>61.5</b> | <b>100</b> | <b>0</b> | <b>50</b>  | <b>98.5</b> | <b>80</b>                           | <b>100</b>  | <b>100</b>  | <b>0</b> | <b>100</b> | <b>0</b> | <b>0</b>   | <b>97.6</b> | <b>98.6</b> |
| <b>Heavy Vehicles</b>   | <b>2</b>                 | <b>2</b>    | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>4</b>    | <b>0</b>                            | <b>0</b>    | <b>5</b>    | <b>0</b> | <b>0</b>   | <b>3</b>   | <b>8</b>    | <b>5</b>                 | <b>2</b>    | <b>5</b>    | <b>0</b>   | <b>0</b> | <b>2</b>   | <b>14</b>   | <b>1</b>                            | <b>0</b>    | <b>0</b>    | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>1</b>    | <b>27</b>   |
| <b>% Heavy Vehicles</b> | <b>5</b>                 | <b>0.7</b>  | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>0.9</b>  | <b>0</b>                            | <b>0</b>    | <b>1.9</b>  | <b>0</b> | <b>0</b>   | <b>50</b>  | <b>1.7</b>  | <b>1.2</b>               | <b>0.4</b>  | <b>38.5</b> | <b>0</b>   | <b>0</b> | <b>50</b>  | <b>1.5</b>  | <b>20</b>                           | <b>0</b>    | <b>0</b>    | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>2.4</b>  | <b>1.4</b>  |

P CEL:Pedestrians Crossing East Leg - B CEL:Bicyclists Crossing East Leg

P CNL:Pedestrians Crossing North Leg - B CNL:Bicyclists Crossing North Leg

P CSL:Pedestrians Crossing South Leg - B CSL:Bicyclists Crossing South Leg

P CWL:Pedestrians Crossing West Leg - B CWL:Bicyclists Crossing West Leg

# CHP Consulting Engineers Inc

9594 NW 41<sup>st</sup> Street, Suite 201 - Doral, Florida 33178  
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Turning Movement Counts

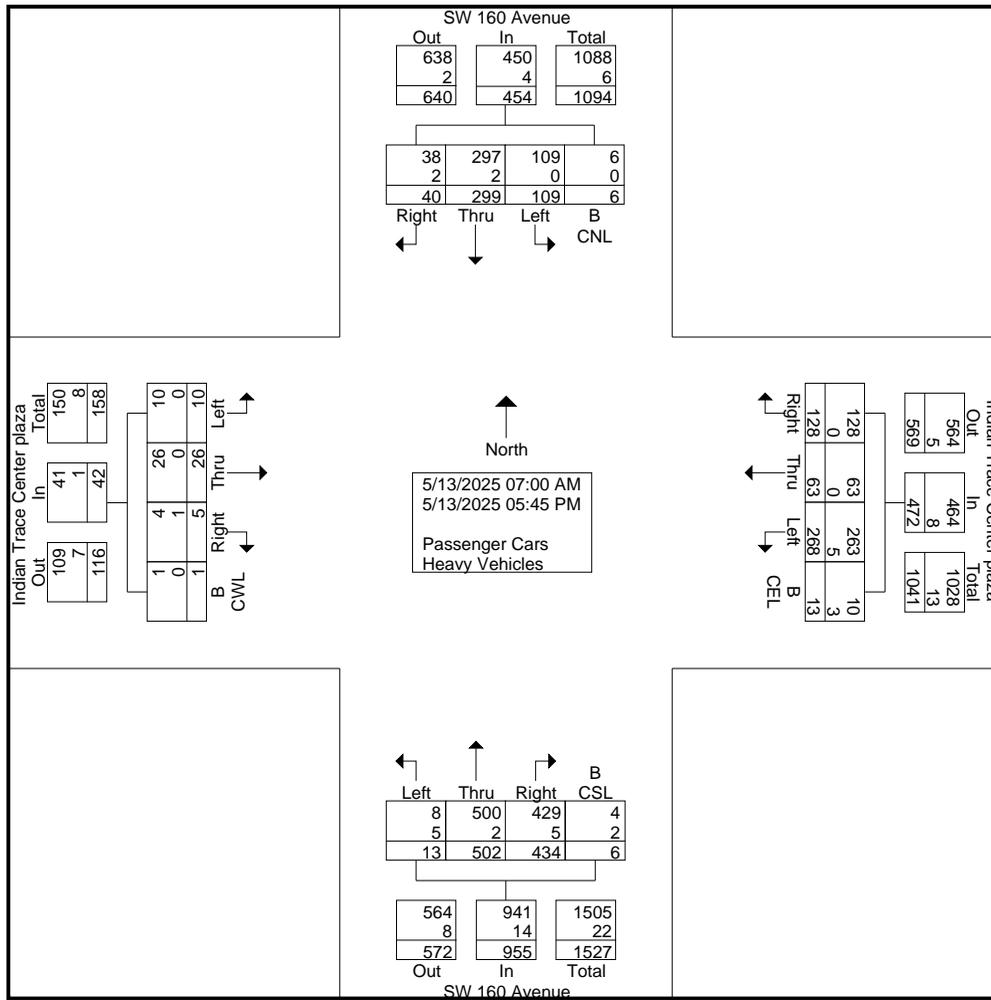
SW 160 Avenue at Indian Trace Center Plaza

File Name : SW 160 Avenue at Indian Trace Center Plaza

Site Code : 01

Start Date : 5/13/2025

Page No : 2



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Turning Movement Counts

File Name : SW 160 Avenue at Indian Trace Center Plaza

SW 160 Avenue at Indian Trace Center Pla

Site Code : 01

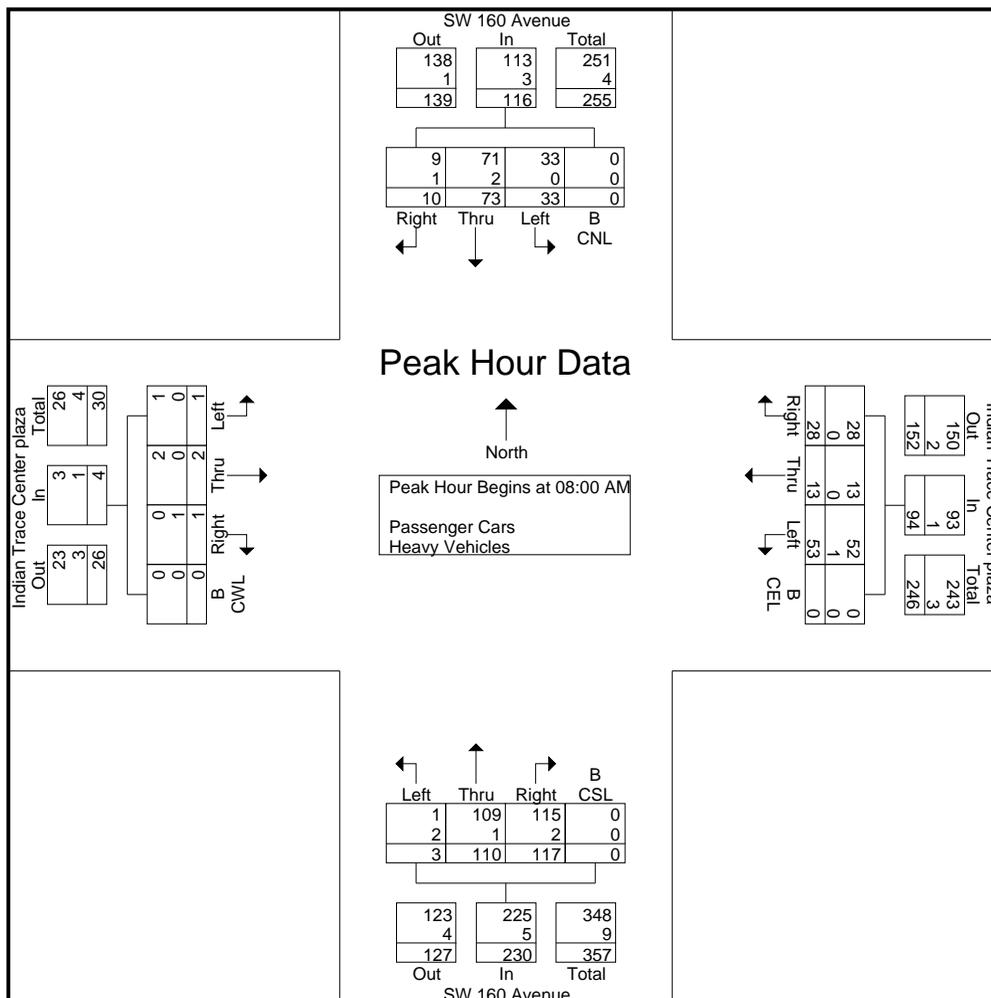
Start Date : 5/13/2025

Page No : 4

| Start Time       | SW 160 Avenue Southbound |      |      |        |       |       |            | Indian Trace Center plaza Westbound |      |      |        |       |       |            | SW 160 Avenue Northbound |      |      |        |       |       |            | Indian Trace Center plaza Eastbound |      |      |        |      |      |            | Int. Total |
|------------------|--------------------------|------|------|--------|-------|-------|------------|-------------------------------------|------|------|--------|-------|-------|------------|--------------------------|------|------|--------|-------|-------|------------|-------------------------------------|------|------|--------|------|------|------------|------------|
|                  | Right                    | Thru | Left | U-Turn | P CNL | B CNL | App. Total | Right                               | Thru | Left | U-Turn | P CEL | B CEL | App. Total | Right                    | Thru | Left | U-Turn | P CSL | B CSL | App. Total | Right                               | Thru | Left | U-Turn | P CW | B CW | App. Total |            |
| 08:00 AM         | 3                        | 15   | 7    | 0      | 0     | 0     | 25         | 4                                   | 1    | 10   | 0      | 0     | 0     | 15         | 23                       | 29   | 0    | 0      | 0     | 0     | 52         | 1                                   | 0    | 0    | 0      | 0    | 0    | 1          | 93         |
| 08:15 AM         | 1                        | 14   | 7    | 0      | 0     | 0     | 22         | 1                                   | 2    | 13   | 0      | 0     | 0     | 16         | 24                       | 28   | 0    | 0      | 0     | 0     | 52         | 0                                   | 1    | 0    | 0      | 0    | 0    | 1          | 91         |
| 08:30 AM         | 3                        | 23   | 10   | 0      | 0     | 0     | 36         | 14                                  | 5    | 20   | 0      | 0     | 0     | 39         | 36                       | 24   | 3    | 0      | 0     | 0     | 63         | 0                                   | 0    | 1    | 0      | 0    | 0    | 1          | 139        |
| 08:45 AM         | 3                        | 21   | 9    | 0      | 0     | 0     | 33         | 9                                   | 5    | 10   | 0      | 0     | 0     | 24         | 34                       | 29   | 0    | 0      | 0     | 0     | 63         | 0                                   | 1    | 0    | 0      | 0    | 0    | 1          | 121        |
| Total Volume     | 10                       | 73   | 33   | 0      | 0     | 0     | 116        | 28                                  | 13   | 53   | 0      | 0     | 0     | 94         | 117                      | 110  | 3    | 0      | 0     | 0     | 230        | 1                                   | 2    | 1    | 0      | 0    | 0    | 4          | 444        |
| % App. Total     | 8.6                      | 62.9 | 28.4 | 0      | 0     | 0     |            | 29.8                                | 13.8 | 56.4 | 0      | 0     | 0     |            | 50.9                     | 47.8 | 1.3  | 0      | 0     | 0     |            | 25                                  | 50   | 25   | 0      | 0    | 0    |            |            |
| PHF              | .833                     | .793 | .825 | .000   | .000  | .000  | .806       | .500                                | .650 | .663 | .000   | .000  | .000  | .603       | .813                     | .948 | .250 | .000   | .000  | .000  | .913       | .250                                | .500 | .250 | .000   | .000 | .000 | 1.00       | .799       |
| Passenger Cars   | 9                        | 71   | 33   | 0      | 0     | 0     | 113        | 28                                  | 13   | 52   | 0      | 0     | 0     | 93         | 115                      | 109  | 1    | 0      | 0     | 0     | 225        | 0                                   | 2    | 1    | 0      | 0    | 0    | 3          | 434        |
| % Passenger Cars | 90.0                     | 97.3 | 100  | 0      | 0     | 0     | 97.4       | 100                                 | 100  | 98.1 | 0      | 0     | 0     | 98.9       | 98.3                     | 99.1 | 33.3 | 0      | 0     | 0     | 97.8       | 0                                   | 100  | 100  | 0      | 0    | 0    | 75.0       | 97.7       |
| Heavy Vehicles   | 1                        | 2    | 0    | 0      | 0     | 0     | 3          | 0                                   | 0    | 1    | 0      | 0     | 0     | 1          | 2                        | 1    | 2    | 0      | 0     | 0     | 5          | 1                                   | 0    | 0    | 0      | 0    | 0    | 1          | 10         |
| % Heavy Vehicles | 10.0                     | 2.7  | 0    | 0      | 0     | 0     | 2.6        | 0                                   | 0    | 1.9  | 0      | 0     | 0     | 1.1        | 1.7                      | 0.9  | 66.7 | 0      | 0     | 0     | 2.2        | 100                                 | 0    | 0    | 0      | 0    | 0    | 25.0       | 2.3        |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



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Turning Movement Counts

File Name : SW 160 Avenue at Indian Trace Center Plaza

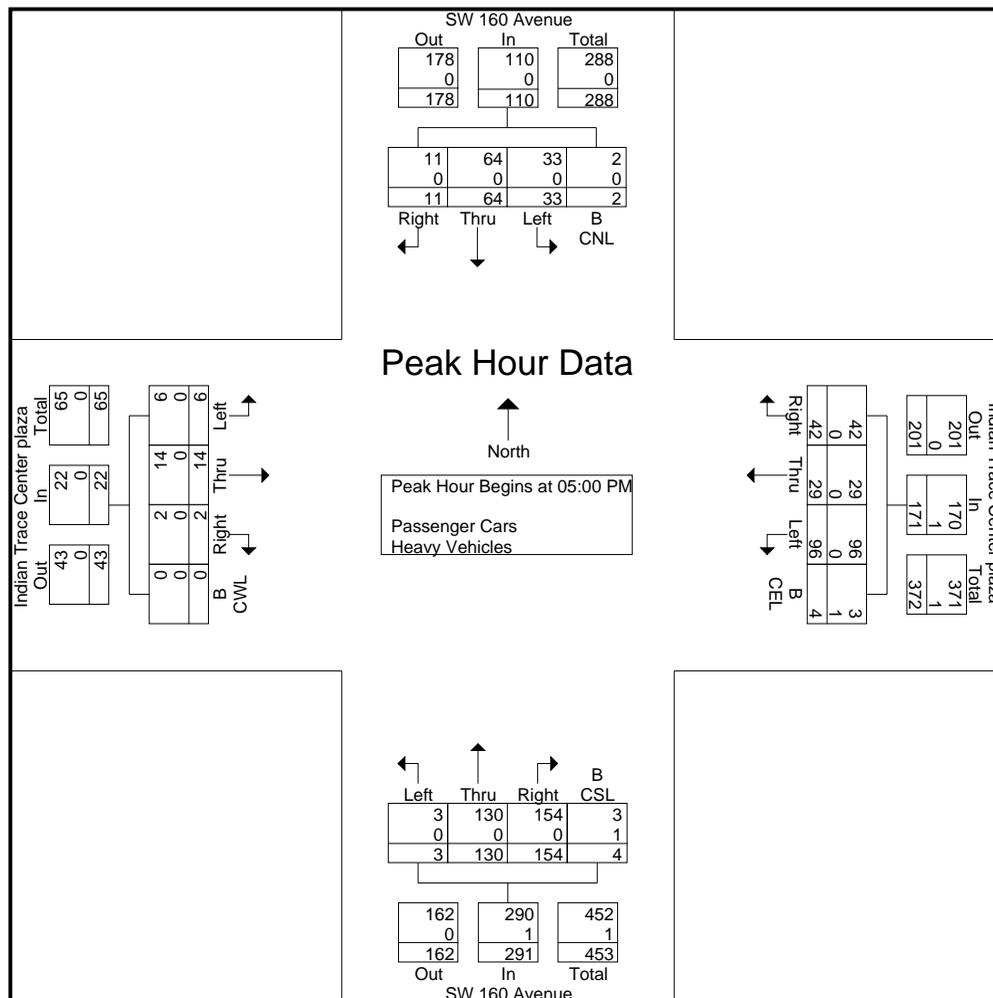
SW 160 Avenue at Indian Trace Center Pla

Site Code : 01

Start Date : 5/13/2025

Page No : 8

| Start Time   | SW 160 Avenue Southbound |      |      |        |       |       |            | Indian Trace Center plaza Westbound |      |      |        |       |       |            | SW 160 Avenue Northbound |      |      |        |       |       |            | Indian Trace Center plaza Eastbound |      |      |        |      |      |            | Int. Total |
|--|--------------------------|------|------|--------|-------|-------|------------|-------------------------------------|------|------|--------|-------|-------|------------|--------------------------|------|------|--------|-------|-------|------------|-------------------------------------|------|------|--------|------|------|------------|------------|
|  | Right                    | Thru | Left | U-Turn | P CNL | B CNL | App. Total | Right                               | Thru | Left | U-Turn | P CEL | B CEL | App. Total | Right                    | Thru | Left | U-Turn | P CSL | B CSL | App. Total | Right                               | Thru | Left | U-Turn | P CW | B CW | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |      |      |        |       |       |            |                                     |      |      |        |       |       |            |                          |      |      |        |       |       |            |                                     |      |      |        |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |      |      |        |       |       |            |                                     |      |      |        |       |       |            |                          |      |      |        |       |       |            |                                     |      |      |        |      |      |            |            |
| 05:00 PM   | 4                        | 16   | 6    | 0      | 0     | 0     | 26         | 12                                  | 10   | 25   | 0      | 0     | 0     | 47         | 30                       | 40   | 1    | 0      | 0     | 0     | 71         | 0                                   | 4    | 2    | 0      | 0    | 0    | 6          | 150        |
| 05:15 PM   | 3                        | 18   | 8    | 0      | 0     | 0     | 29         | 12                                  | 10   | 22   | 0      | 0     | 0     | 44         | 34                       | 33   | 1    | 1      | 0     | 0     | 69         | 0                                   | 2    | 1    | 0      | 0    | 0    | 3          | 145        |
| 05:30 PM   | 0                        | 16   | 8    | 0      | 0     | 0     | 24         | 7                                   | 6    | 21   | 0      | 1     | 0     | 35         | 43                       | 28   | 0    | 1      | 0     | 0     | 72         | 0                                   | 1    | 0    | 0      | 0    | 0    | 1          | 132        |
| 05:45 PM   | 4                        | 14   | 11   | 0      | 1     | 1     | 31         | 11                                  | 3    | 28   | 0      | 1     | 2     | 45         | 47                       | 29   | 1    | 0      | 0     | 2     | 79         | 2                                   | 7    | 3    | 0      | 0    | 0    | 12         | 167        |
| Total Volume   | 11                       | 64   | 33   | 0      | 1     | 1     | 110        | 42                                  | 29   | 96   | 0      | 2     | 2     | 171        | 154                      | 130  | 3    | 2      | 0     | 2     | 291        | 2                                   | 14   | 6    | 0      | 0    | 0    | 22         | 594        |
| % App. Total   | 10                       | 58.2 | 30   | 0      | 0.9   | 0.9   | 88.7       | 24.6                                | 17   | 56.1 | 0      | 1.2   | 1.2   | 99.4       | 52.9                     | 44.7 | 1    | 0.7    | 0     | 0.7   | 99.7       | 9.1                                 | 63.6 | 27.3 | 0      | 0    | 0    | 0          | 88.9       |
| PHF  | .688                     | .889 | .750 | .000   | .250  | .250  | .887       | .875                                | .725 | .857 | .000   | .500  | .250  | .910       | .819                     | .813 | .750 | .500   | .000  | .250  | .921       | .250                                | .500 | .500 | .000   | .000 | .000 | .458       | .889       |
| Passenger Cars   | 11                       | 64   | 33   | 0      | 1     | 1     | 110        | 42                                  | 29   | 96   | 0      | 2     | 1     | 170        | 154                      | 130  | 3    | 2      | 0     | 1     | 290        | 2                                   | 14   | 6    | 0      | 0    | 0    | 22         | 592        |
| % Passenger Cars   | 100                      | 100  | 100  | 0      | 100   | 100   | 100        | 100                                 | 100  | 100  | 0      | 100   | 50.0  | 99.4       | 100                      | 100  | 100  | 100    | 0     | 50.0  | 99.7       | 100                                 | 100  | 100  | 0      | 0    | 0    | 100        | 99.7       |
| Heavy Vehicles   | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                                   | 0    | 0    | 0      | 0     | 1     | 1          | 0                        | 0    | 0    | 0      | 0     | 1     | 1          | 0                                   | 0    | 0    | 0      | 0    | 0    | 0          | 2          |
| % Heavy Vehicles   | 0                        | 0    | 0    | 0      | 0     | 0     | 0          | 0                                   | 0    | 0    | 0      | 0     | 50.0  | 0.6        | 0                        | 0    | 0    | 0      | 0     | 50.0  | 0.3        | 0                                   | 0    | 0    | 0      | 0    | 0    | 0          | 0.3        |



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8630 WEST-W OF US441

| WEEK | DATES                   | SF   | MOCF: 0.98<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2024 - 01/06/2024 | 1.05 | 1.07               |
| 2    | 01/07/2024 - 01/13/2024 | 1.04 | 1.06               |
| 3    | 01/14/2024 - 01/20/2024 | 1.02 | 1.04               |
| 4    | 01/21/2024 - 01/27/2024 | 1.00 | 1.02               |
| 5    | 01/28/2024 - 02/03/2024 | 0.99 | 1.01               |
| 6    | 02/04/2024 - 02/10/2024 | 0.98 | 1.00               |
| * 7  | 02/11/2024 - 02/17/2024 | 0.97 | 0.99               |
| * 8  | 02/18/2024 - 02/24/2024 | 0.97 | 0.99               |
| * 9  | 02/25/2024 - 03/02/2024 | 0.97 | 0.99               |
| *10  | 03/03/2024 - 03/09/2024 | 0.97 | 0.99               |
| *11  | 03/10/2024 - 03/16/2024 | 0.97 | 0.99               |
| *12  | 03/17/2024 - 03/23/2024 | 0.97 | 0.99               |
| *13  | 03/24/2024 - 03/30/2024 | 0.98 | 1.00               |
| *14  | 03/31/2024 - 04/06/2024 | 0.98 | 1.00               |
| *15  | 04/07/2024 - 04/13/2024 | 0.99 | 1.01               |
| *16  | 04/14/2024 - 04/20/2024 | 0.99 | 1.01               |
| *17  | 04/21/2024 - 04/27/2024 | 0.99 | 1.01               |
| *18  | 04/28/2024 - 05/04/2024 | 0.98 | 1.00               |
| *19  | 05/05/2024 - 05/11/2024 | 0.98 | 1.00               |
| 20   | 05/12/2024 - 05/18/2024 | 0.98 | 1.00               |
| 21   | 05/19/2024 - 05/25/2024 | 0.99 | 1.01               |
| 22   | 05/26/2024 - 06/01/2024 | 1.00 | 1.02               |
| 23   | 06/02/2024 - 06/08/2024 | 1.01 | 1.03               |
| 24   | 06/09/2024 - 06/15/2024 | 1.03 | 1.05               |
| 25   | 06/16/2024 - 06/22/2024 | 1.03 | 1.05               |
| 26   | 06/23/2024 - 06/29/2024 | 1.04 | 1.06               |
| 27   | 06/30/2024 - 07/06/2024 | 1.04 | 1.06               |
| 28   | 07/07/2024 - 07/13/2024 | 1.05 | 1.07               |
| 29   | 07/14/2024 - 07/20/2024 | 1.05 | 1.07               |
| 30   | 07/21/2024 - 07/27/2024 | 1.04 | 1.06               |
| 31   | 07/28/2024 - 08/03/2024 | 1.03 | 1.05               |
| 32   | 08/04/2024 - 08/10/2024 | 1.01 | 1.03               |
| 33   | 08/11/2024 - 08/17/2024 | 1.00 | 1.02               |
| 34   | 08/18/2024 - 08/24/2024 | 1.00 | 1.02               |
| 35   | 08/25/2024 - 08/31/2024 | 1.00 | 1.02               |
| 36   | 09/01/2024 - 09/07/2024 | 1.00 | 1.02               |
| 37   | 09/08/2024 - 09/14/2024 | 1.00 | 1.02               |
| 38   | 09/15/2024 - 09/21/2024 | 1.00 | 1.02               |
| 39   | 09/22/2024 - 09/28/2024 | 1.00 | 1.02               |
| 40   | 09/29/2024 - 10/05/2024 | 1.00 | 1.02               |
| 41   | 10/06/2024 - 10/12/2024 | 1.00 | 1.02               |
| 42   | 10/13/2024 - 10/19/2024 | 1.00 | 1.02               |
| 43   | 10/20/2024 - 10/26/2024 | 1.00 | 1.02               |
| 44   | 10/27/2024 - 11/02/2024 | 1.00 | 1.02               |
| 45   | 11/03/2024 - 11/09/2024 | 1.00 | 1.02               |
| 46   | 11/10/2024 - 11/16/2024 | 1.00 | 1.02               |
| 47   | 11/17/2024 - 11/23/2024 | 1.01 | 1.03               |
| 48   | 11/24/2024 - 11/30/2024 | 1.02 | 1.04               |
| 49   | 12/01/2024 - 12/07/2024 | 1.03 | 1.05               |
| 50   | 12/08/2024 - 12/14/2024 | 1.04 | 1.06               |
| 51   | 12/15/2024 - 12/21/2024 | 1.05 | 1.07               |
| 52   | 12/22/2024 - 12/28/2024 | 1.04 | 1.06               |
| 53   | 12/29/2024 - 12/31/2024 | 1.02 | 1.04               |

\* PEAK SEASON

04-MAR-2025 16:32:53

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4\_8630\_PKSEASON.TXT

**GROWTH RATE SUMMARY  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

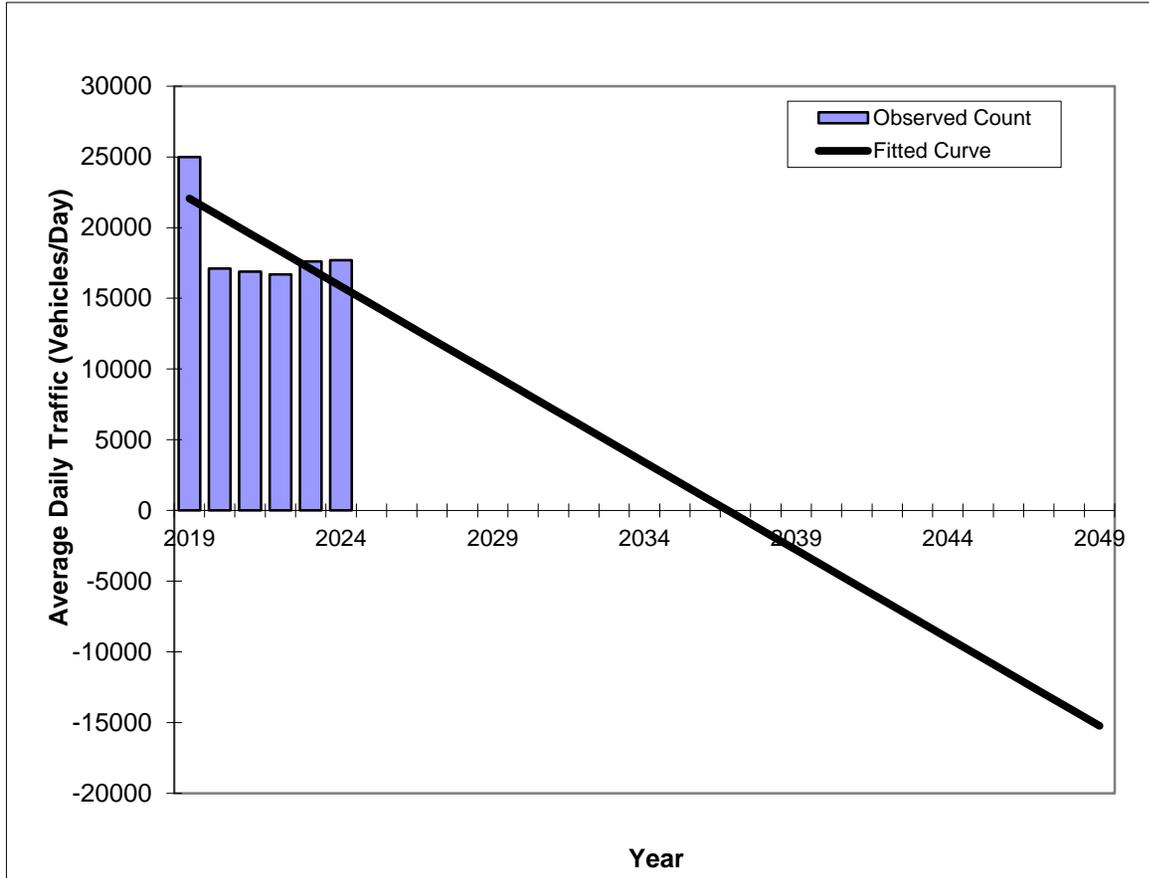
| FDOT STATION                | LOCATION                        | LINEAR REGRESSION   |               | EXPONENTIAL         |               | DECAY EXPONENTIAL   |               |
|-----------------------------|---------------------------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|
|                             |                                 | GROWTH RATE         | R-SQUARED     | GROWTH RATE         | R-SQUARED     | GROWTH RATE         | R-SQUARED     |
| <b>5 YEARS (2019-2024)</b>  |                                 |                     |               |                     |               |                     |               |
| 86-9122                     | SW 14 STREET, E. OF I-75        | -3.32%              | 12.37%        | -2.89%              | 8.86%         | -5.65%              | 32.88%        |
| 86-9190                     | WESTON ROAD, S. OF SW 14 STREET | -7.67%              | 83.01%        | -8.66%              | 87.51%        | -9.52%              | 97.01%        |
| 86-7094                     | SW 14 STREET, W. OF WESTON ROAD | -6.64%              | 46.94%        | -6.77%              | 45.56%        | -9.15%              | 71.43%        |
| 86-9433                     | WESTON ROAD, N. OF INDIAN TRACE | -5.64%              | 55.08%        | -5.84%              | 55.37%        | -7.39%              | 78.42%        |
|                             |                                 | <b>AVERAGE GR =</b> | <b>-5.82%</b> | <b>AVERAGE GR =</b> | <b>-6.04%</b> | <b>AVERAGE GR =</b> | <b>-7.93%</b> |
| <b>10 YEARS (2014-2024)</b> |                                 |                     |               |                     |               |                     |               |
| 86-9122                     | SW 14 STREET, E. OF I-75        | -2.21%              | 25.59%        | -2.54%              | 25.72%        | -1.82%              | 12.83%        |
| 86-9190                     | WESTON ROAD, S. OF SW 14 STREET | -4.24%              | 88.62%        | -5.47%              | 88.34%        | -4.63%              | 68.16%        |
| 86-7094                     | SW 14 STREET, W. OF WESTON ROAD | -3.79%              | 60.60%        | -4.74%              | 62.22%        | -3.70%              | 38.19%        |
| 86-9433                     | WESTON ROAD, N. OF INDIAN TRACE | -2.32%              | 33.83%        | -2.65%              | 36.45%        | -1.66%              | 12.69%        |
|                             |                                 | <b>AVERAGE GR =</b> | <b>-3.14%</b> | <b>AVERAGE GR =</b> | <b>-3.85%</b> | <b>AVERAGE GR =</b> | <b>-2.95%</b> |

# Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |         |
|--------------------------------|--------------------|---------|
|                                | Count*             | Trend   |
| 2019                           | 25,000             | 22,060  |
| 2020                           | 17,100             | 20,810  |
| 2021                           | 16,900             | 19,570  |
| 2022                           | 16,700             | 18,330  |
| 2023                           | 17,600             | 17,090  |
| 2024                           | 17,700             | 15,840  |
| <b>2035 Opening Year Trend</b> |                    |         |
| 2035                           | N/A                | 2,170   |
| <b>2039 Interim Year Trend</b> |                    |         |
| 2039                           | N/A                | -2,800  |
| <b>2049 Design Year Trend</b>  |                    |         |
| 2049                           | N/A                | -15,230 |
| <b>FSUTMS Forecasts/Trends</b> |                    |         |
|                                |                    |         |
|                                |                    |         |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 1,243     |
| Trend R-squared:                        | 55.08%    |
| Trend Annual Historic Growth Rate:      | -5.64%    |
| Trend Growth Rate (2024 to Design Year) | -7.85%    |
| Printed:                                | 5/21/2025 |
| <b>Linear Growth Option</b>             |           |

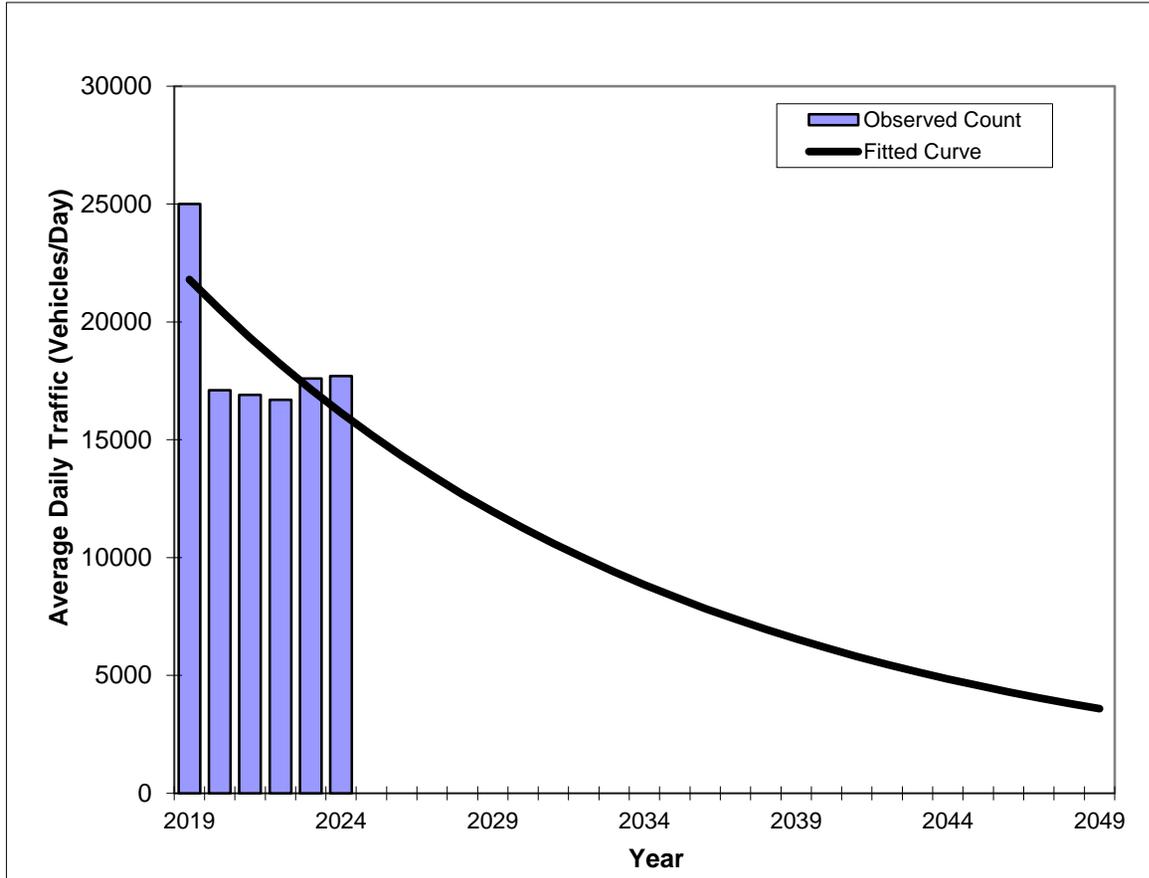
\*Axle-Adjusted

# Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 25,000             | 21,800 |
| 2020                           | 17,100             | 20,530 |
| 2021                           | 16,900             | 19,330 |
| 2022                           | 16,700             | 18,200 |
| 2023                           | 17,600             | 17,140 |
| 2024                           | 17,700             | 16,140 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 8,330  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 6,550  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 3,590  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 55.37%    |
| Compounded Annual Historic Growth Rate:      | -5.84%    |
| Compounded Growth Rate (2024 to Design Year) | -5.84%    |
| Printed:                                     | 5/21/2025 |
| <b>Exponential Growth Option</b>             |           |

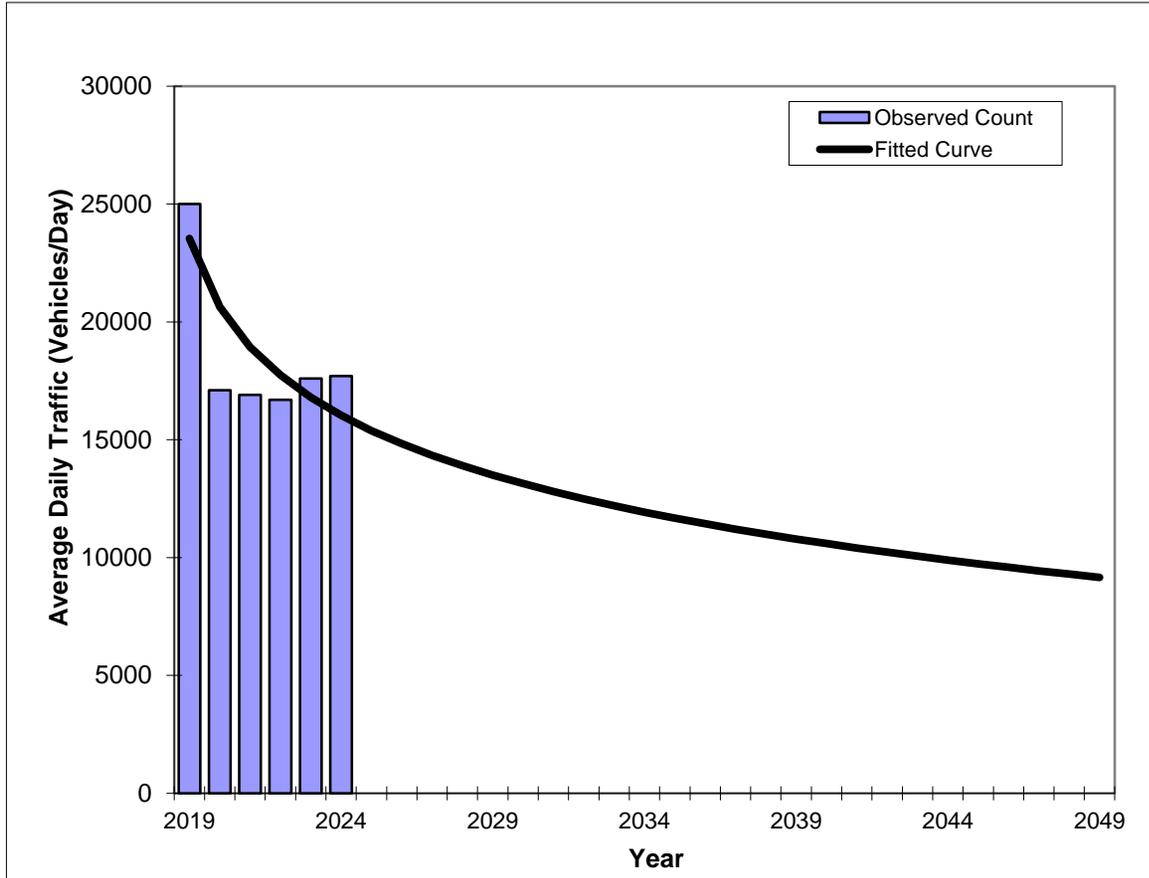
\*Axle-Adjusted

## Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 25,000             | 23,540 |
| 2020                           | 17,100             | 20,640 |
| 2021                           | 16,900             | 18,940 |
| 2022                           | 16,700             | 17,740 |
| 2023                           | 17,600             | 16,800 |
| 2024                           | 17,700             | 16,040 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 11,680 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 10,790 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 9,160  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 78.42%    |
| Compounded Annual Historic Growth Rate:      | -7.39%    |
| Compounded Growth Rate (2024 to Design Year) | -2.22%    |
| Printed:                                     | 5/21/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

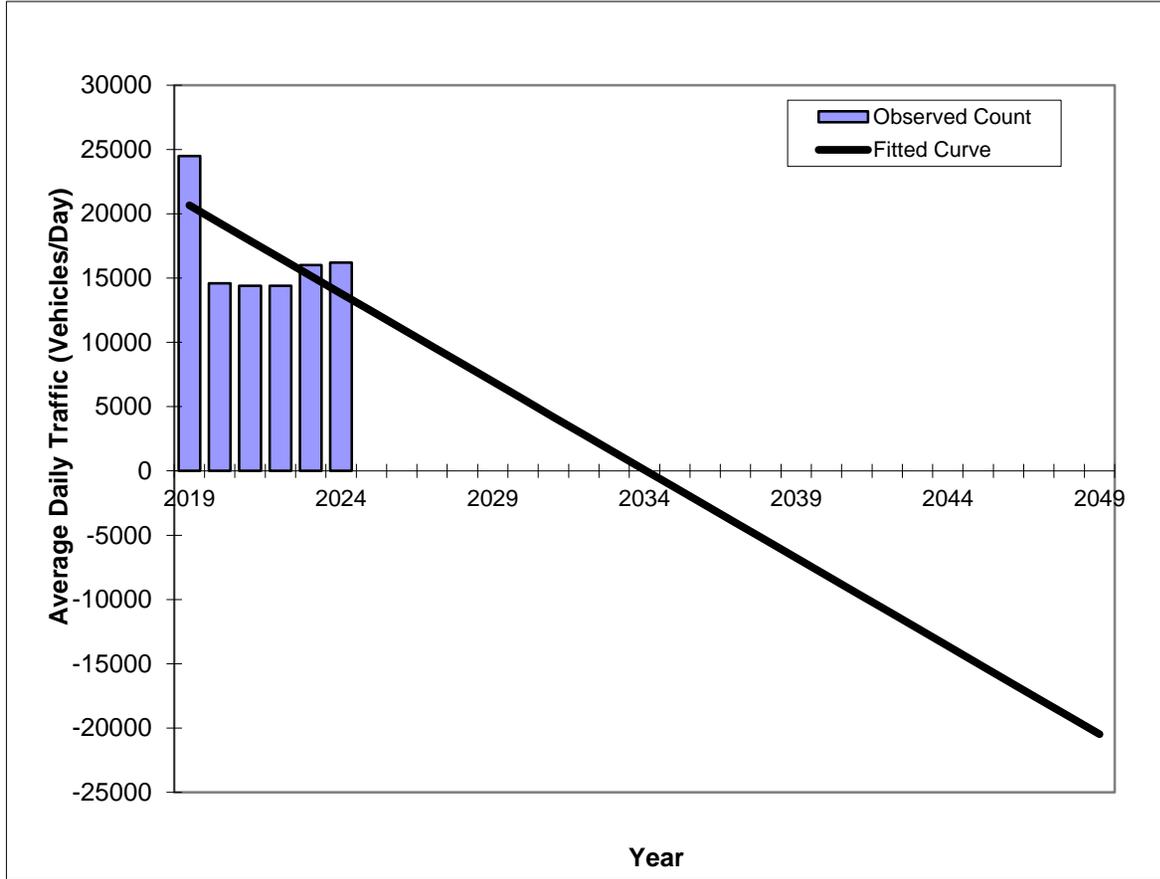
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |         |
|--------------------------------|--------------------|---------|
|                                | Count*             | Trend   |
| 2019                           | 24,500             | 20,660  |
| 2020                           | 14,600             | 19,290  |
| 2021                           | 14,400             | 17,920  |
| 2022                           | 14,400             | 16,550  |
| 2023                           | 16,000             | 15,180  |
| 2024                           | 16,200             | 13,800  |
| <b>2035 Opening Year Trend</b> |                    |         |
| 2035                           | N/A                | -1,280  |
| <b>2039 Interim Year Trend</b> |                    |         |
| 2039                           | N/A                | -6,770  |
| <b>2049 Design Year Trend</b>  |                    |         |
| 2049                           | N/A                | -20,480 |
| <b>FSUTMS Forecasts/Trends</b> |                    |         |
|                                |                    |         |
|                                |                    |         |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 1,371     |
| Trend R-squared:                        | 46.94%    |
| Trend Annual Historic Growth Rate:      | -6.64%    |
| Trend Growth Rate (2024 to Design Year) | -9.94%    |
| Printed:                                | 5/21/2025 |
| <b>Linear Growth Option</b>             |           |

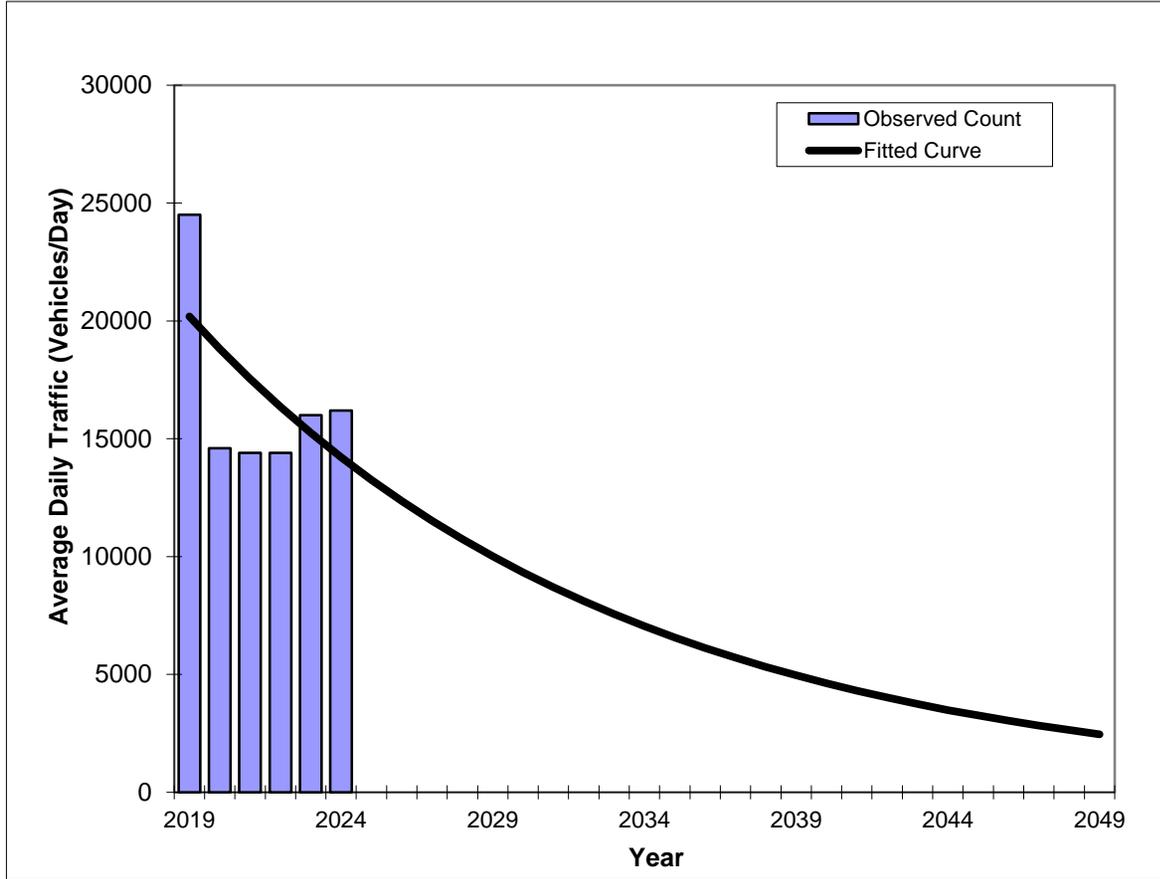
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 24,500             | 20,190 |
| 2020                           | 14,600             | 18,820 |
| 2021                           | 14,400             | 17,550 |
| 2022                           | 14,400             | 16,360 |
| 2023                           | 16,000             | 15,250 |
| 2024                           | 16,200             | 14,220 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 6,570  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 4,960  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 2,460  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 45.56%    |
| Compounded Annual Historic Growth Rate:      | -6.77%    |
| Compounded Growth Rate (2024 to Design Year) | -6.78%    |
| Printed:                                     | 5/21/2025 |
| <b>Exponential Growth Option</b>             |           |

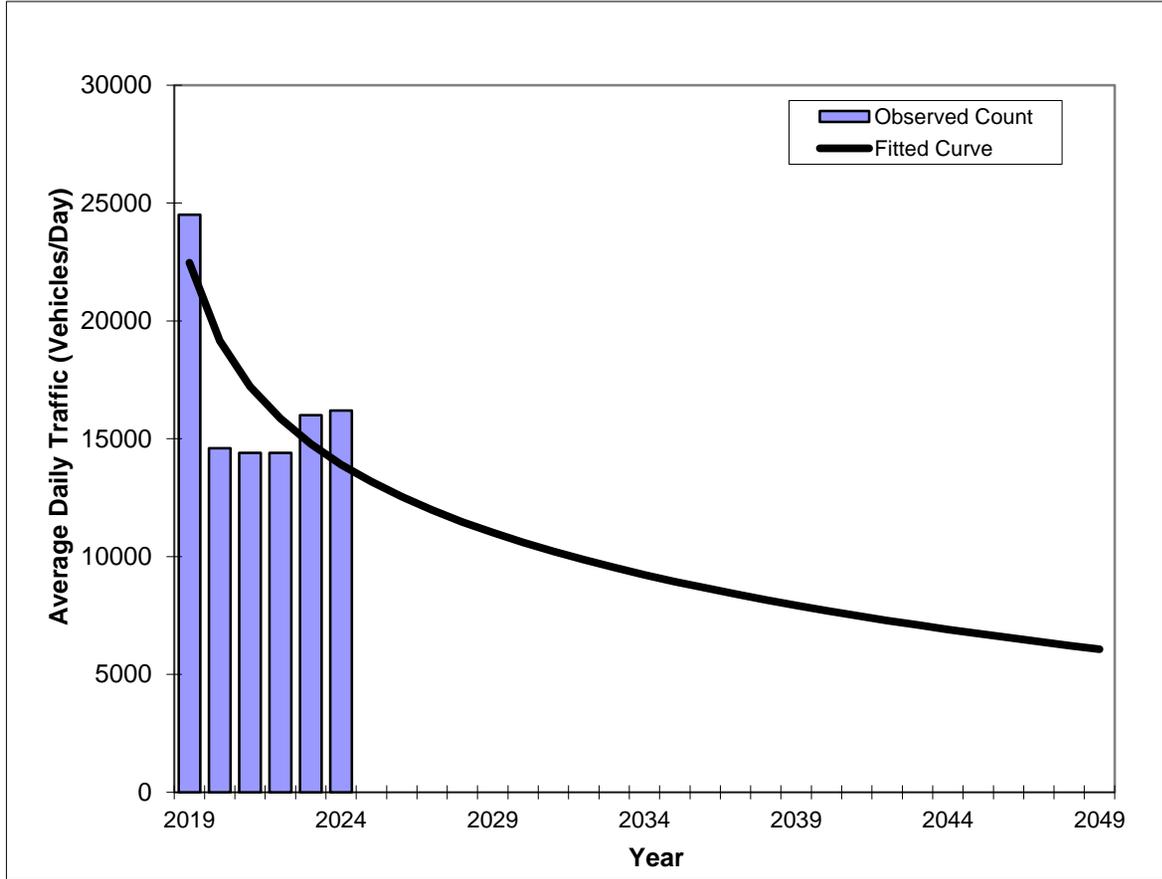
\*Axle-Adjusted

## Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 24,500             | 22,470 |
| 2020                           | 14,600             | 19,160 |
| 2021                           | 14,400             | 17,220 |
| 2022                           | 14,400             | 15,850 |
| 2023                           | 16,000             | 14,780 |
| 2024                           | 16,200             | 13,910 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 8,940  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 7,930  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 6,070  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 71.43%    |
| Compounded Annual Historic Growth Rate:      | -9.15%    |
| Compounded Growth Rate (2024 to Design Year) | -3.26%    |
| Printed:                                     | 5/21/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

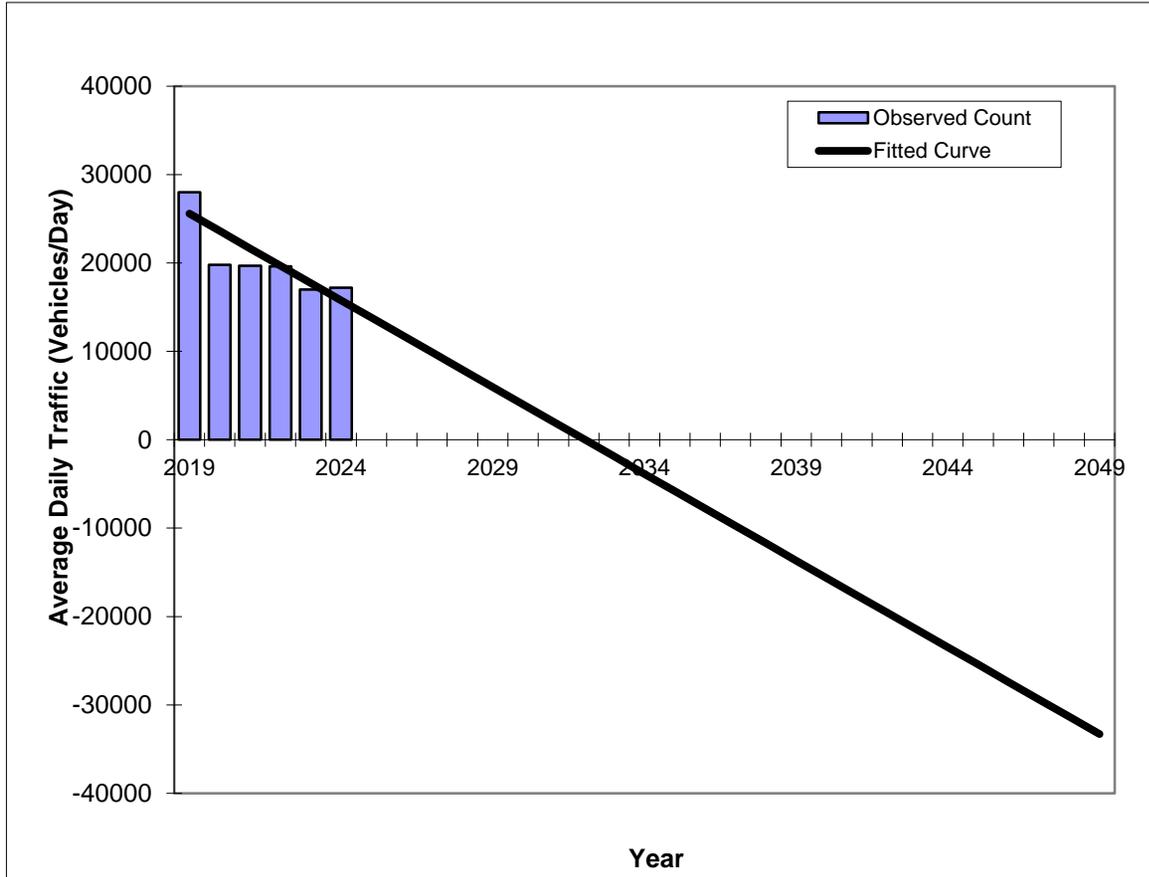
\*Axle-Adjusted

## Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |         |
|--------------------------------|--------------------|---------|
|                                | Count*             | Trend   |
| 2019                           | 28,000             | 25,590  |
| 2020                           | 19,800             | 23,630  |
| 2021                           | 19,700             | 21,660  |
| 2022                           | 19,600             | 19,700  |
| 2023                           | 17,000             | 17,740  |
| 2024                           | 17,200             | 15,780  |
| <b>2035 Opening Year Trend</b> |                    |         |
| 2035                           | N/A                | -5,820  |
| <b>2039 Interim Year Trend</b> |                    |         |
| 2039                           | N/A                | -13,670 |
| <b>2049 Design Year Trend</b>  |                    |         |
| 2049                           | N/A                | -33,300 |
| <b>FSUTMS Forecasts/Trends</b> |                    |         |
|                                |                    |         |
|                                |                    |         |

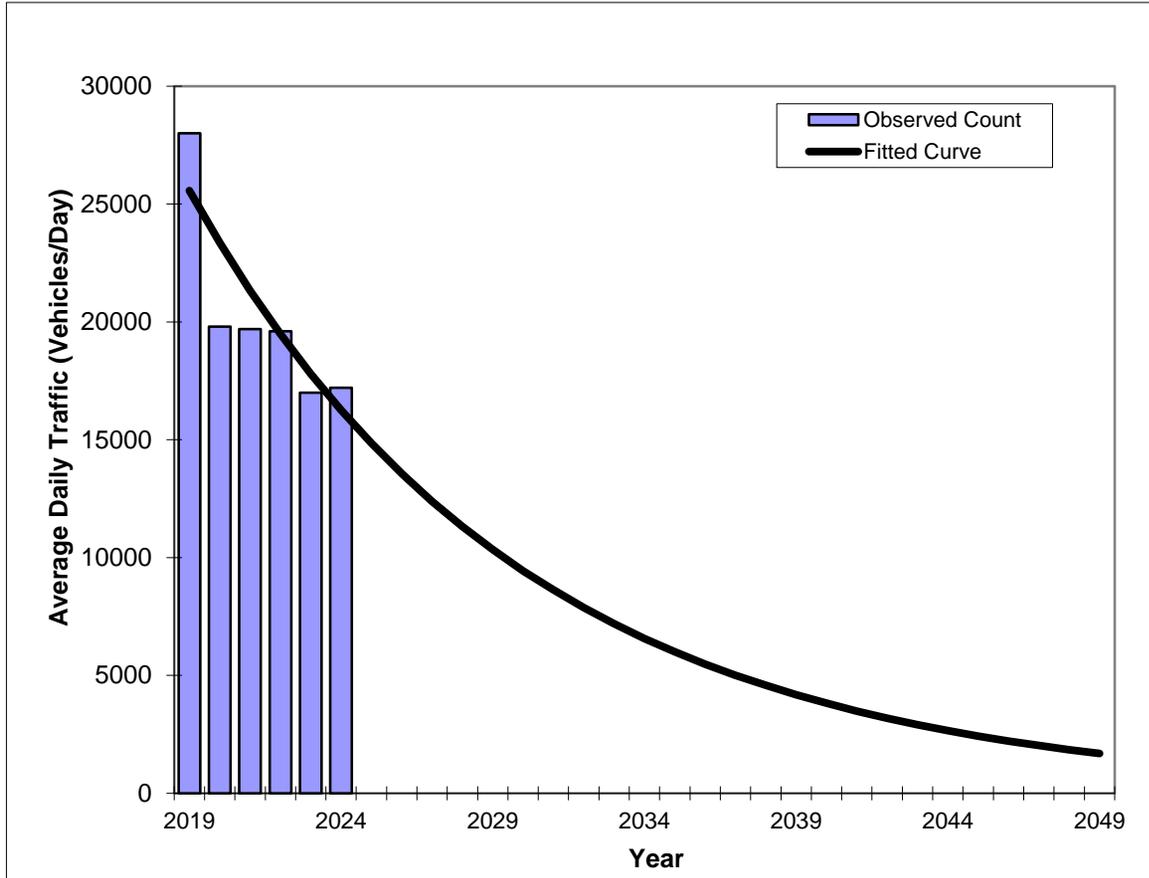
|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 1,963     |
| Trend R-squared:                        | 83.01%    |
| Trend Annual Historic Growth Rate:      | -7.67%    |
| Trend Growth Rate (2024 to Design Year) | -12.44%   |
| Printed:                                | 5/21/2025 |
| <b>Linear Growth Option</b>             |           |

\*Axle-Adjusted

**Traffic Trends - V2023**  
 -- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 28,000             | 25,570 |
| 2020                           | 19,800             | 23,360 |
| 2021                           | 19,700             | 21,330 |
| 2022                           | 19,600             | 19,490 |
| 2023                           | 17,000             | 17,800 |
| 2024                           | 17,200             | 16,260 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 6,000  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 4,180  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 1,690  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

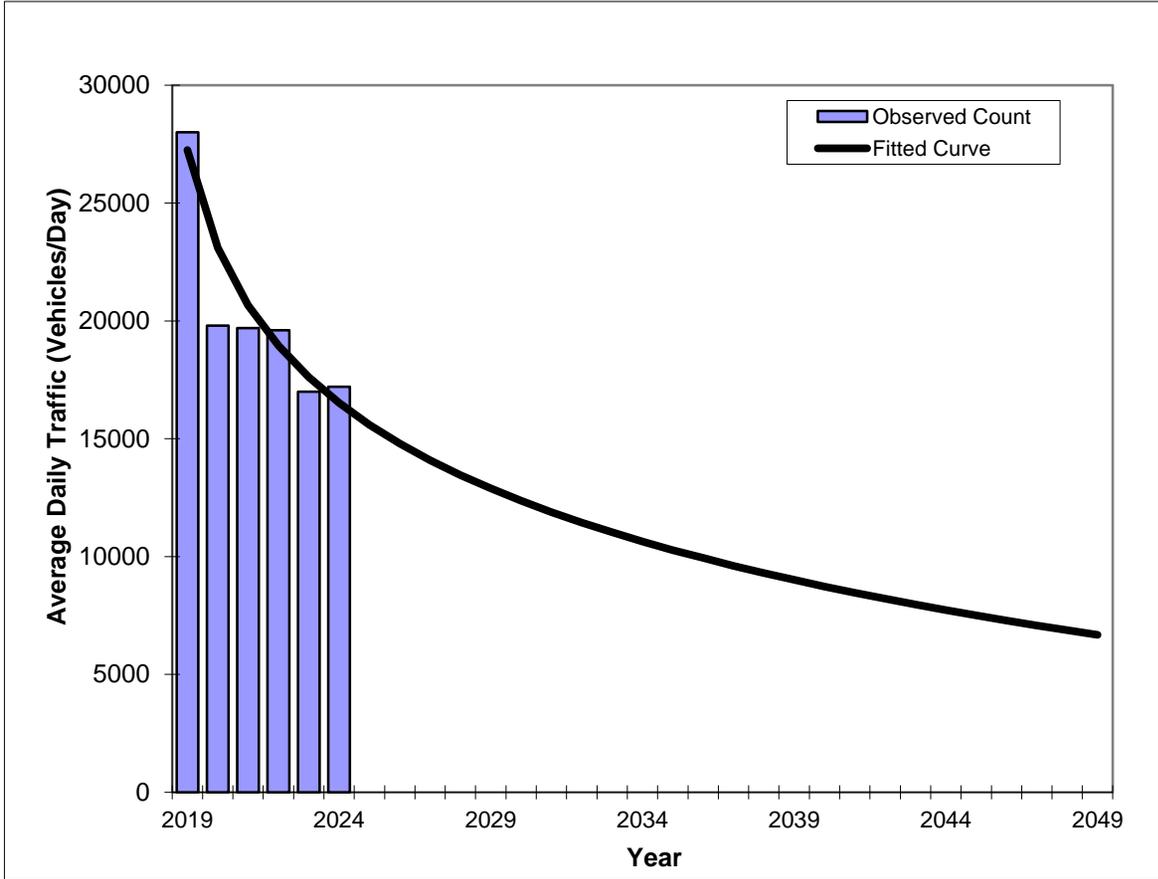
|  |           |
|--|-----------|
| Trend R-squared:                             | 87.51%    |
| Compounded Annual Historic Growth Rate:      | -8.66%    |
| Compounded Growth Rate (2024 to Design Year) | -8.66%    |
| Printed:                                     | 5/21/2025 |
| <b>Exponential Growth Option</b>             |           |

\*Axle-Adjusted

**Traffic Trends - V2023**  
 -- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 28,000             | 27,250 |
| 2020                           | 19,800             | 23,100 |
| 2021                           | 19,700             | 20,670 |
| 2022                           | 19,600             | 18,950 |
| 2023                           | 17,000             | 17,610 |
| 2024                           | 17,200             | 16,520 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 10,280 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 9,010  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 6,680  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 97.01%    |
| Compounded Annual Historic Growth Rate:      | -9.52%    |
| Compounded Growth Rate (2024 to Design Year) | -3.56%    |
| Printed:                                     | 5/21/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

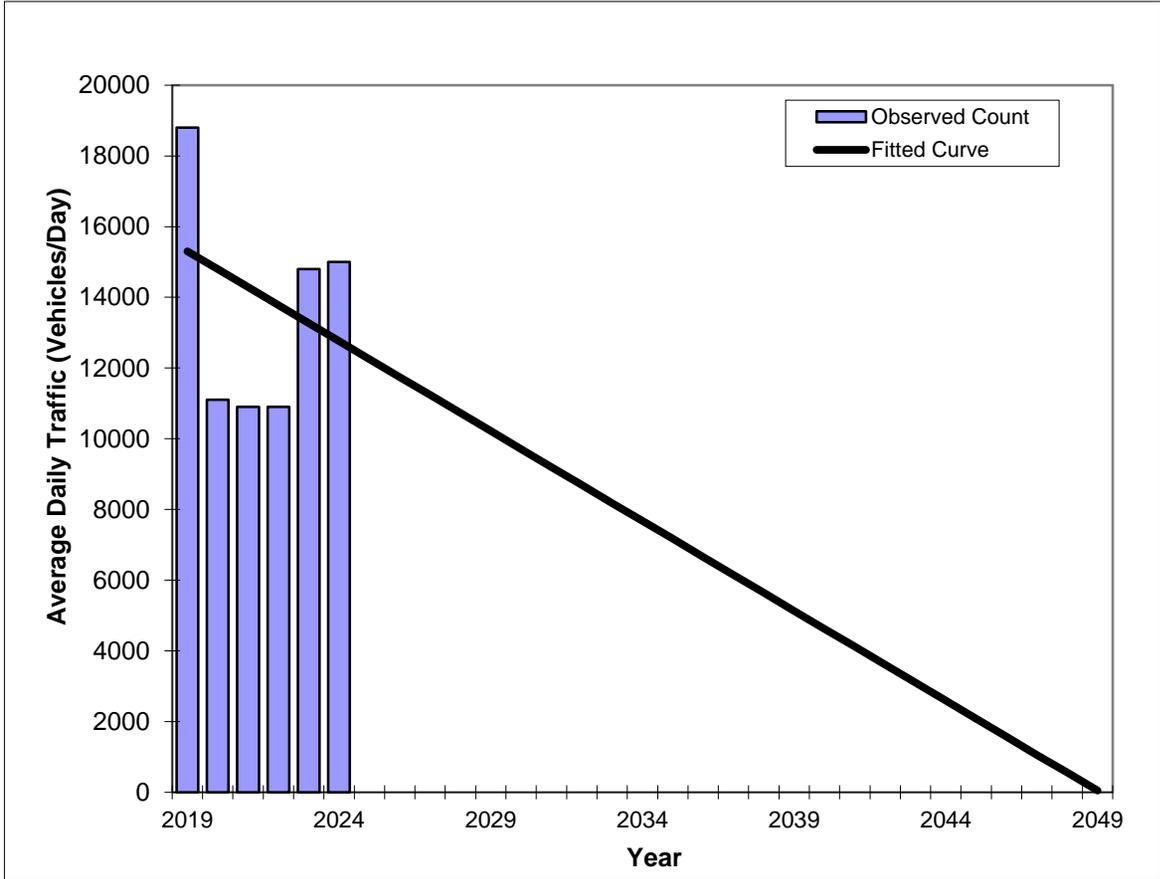
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 18,800             | 15,300 |
| 2020                           | 11,100             | 14,800 |
| 2021                           | 10,900             | 14,290 |
| 2022                           | 10,900             | 13,780 |
| 2023                           | 14,800             | 13,270 |
| 2024                           | 15,000             | 12,760 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 7,170  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 5,130  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 50     |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 509       |
| Trend R-squared:                        | 12.37%    |
| Trend Annual Historic Growth Rate:      | -3.32%    |
| Trend Growth Rate (2024 to Design Year) | -3.98%    |
| Printed:                                | 5/21/2025 |
| <b>Linear Growth Option</b>             |           |

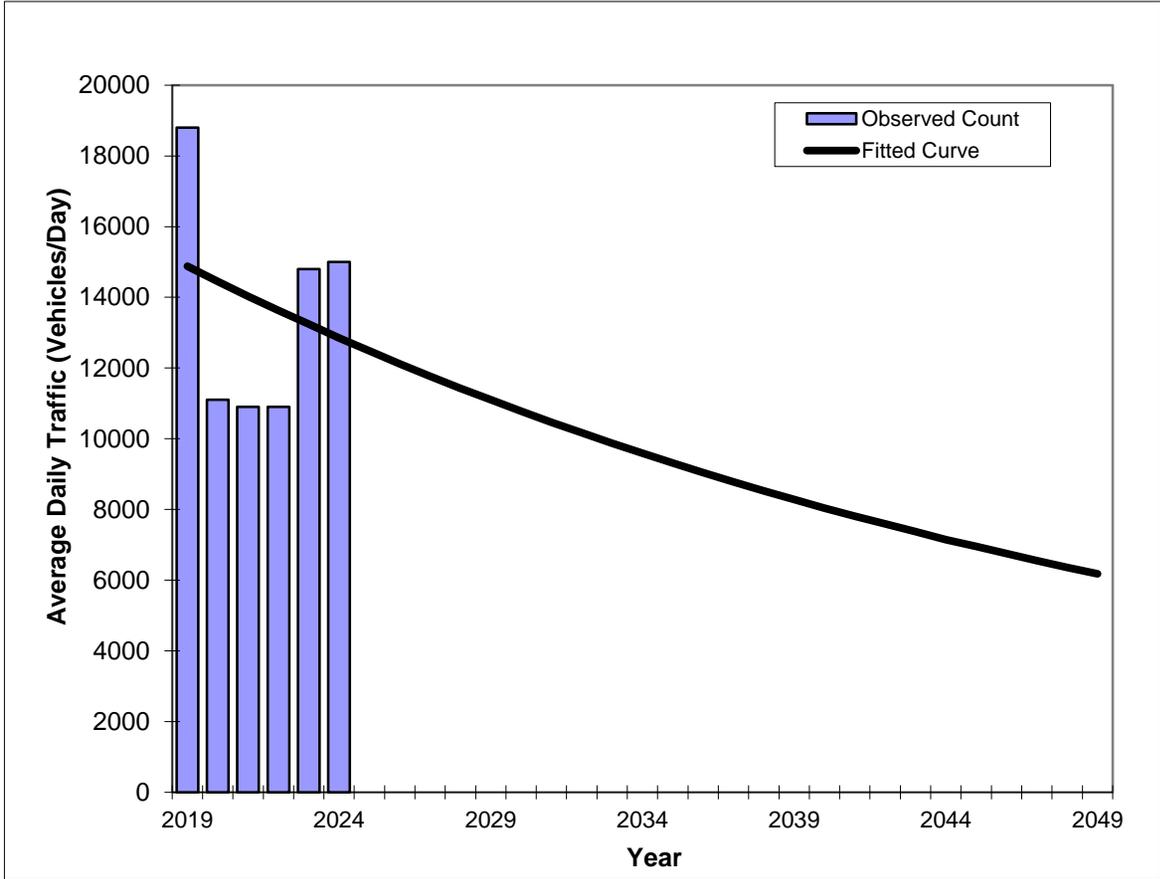
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 18,800             | 14,880 |
| 2020                           | 11,100             | 14,450 |
| 2021                           | 10,900             | 14,030 |
| 2022                           | 10,900             | 13,630 |
| 2023                           | 14,800             | 13,240 |
| 2024                           | 15,000             | 12,850 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 9,310  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 8,280  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 6,180  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 8.86%     |
| Compounded Annual Historic Growth Rate:      | -2.89%    |
| Compounded Growth Rate (2024 to Design Year) | -2.89%    |
| Printed:                                     | 5/21/2025 |
| <b>Exponential Growth Option</b>             |           |

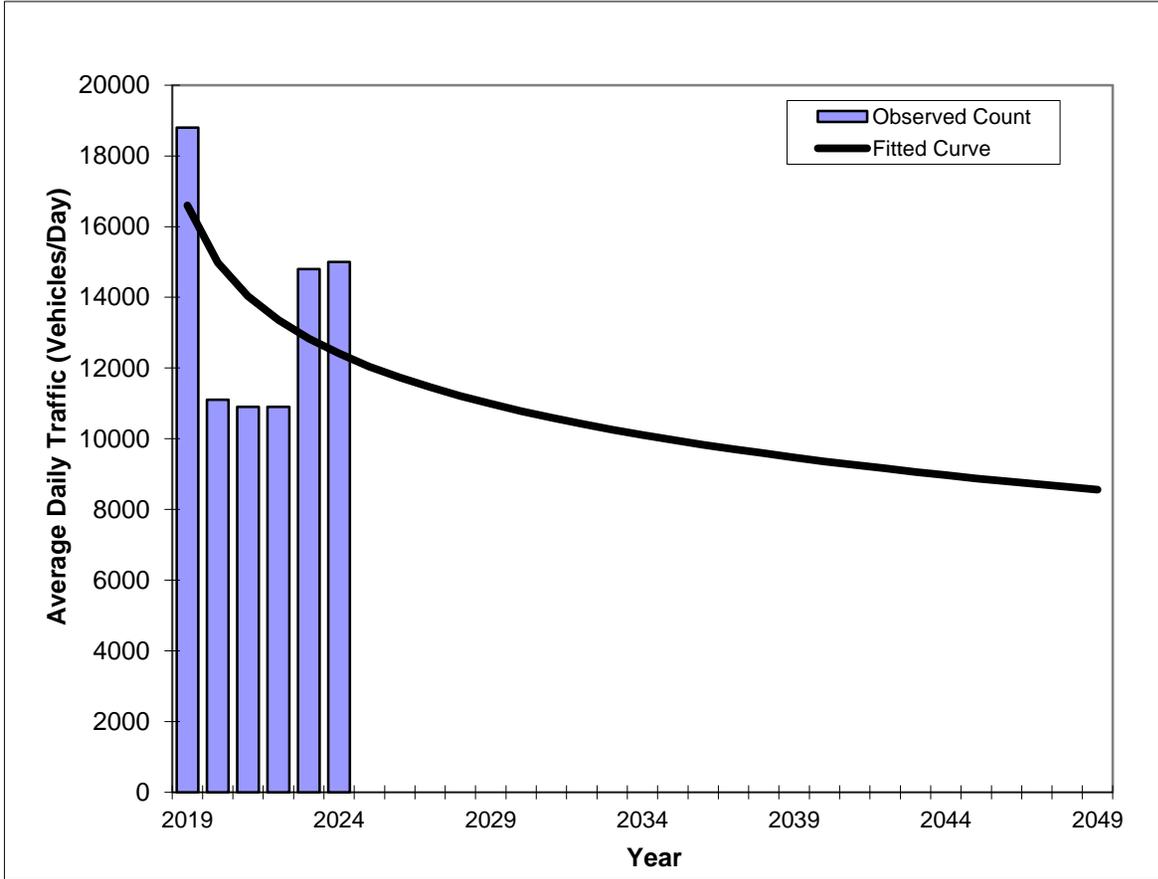
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2019                           | 18,800             | 16,600 |
| 2020                           | 11,100             | 14,980 |
| 2021                           | 10,900             | 14,030 |
| 2022                           | 10,900             | 13,360 |
| 2023                           | 14,800             | 12,830 |
| 2024                           | 15,000             | 12,410 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 9,970  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 9,470  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 8,560  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 32.88%    |
| Compounded Annual Historic Growth Rate:      | -5.65%    |
| Compounded Growth Rate (2024 to Design Year) | -1.47%    |
| Printed:                                     | 5/21/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

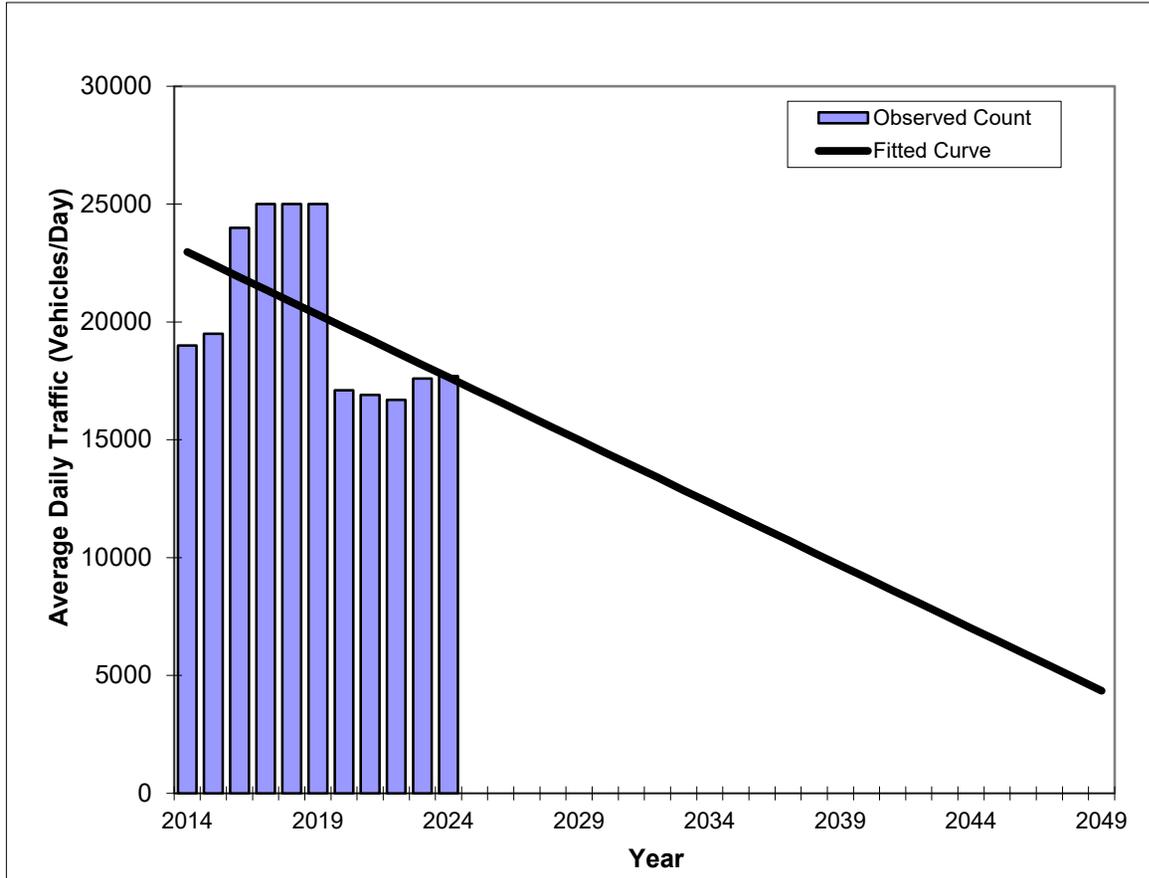
\*Axle-Adjusted

# Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 19,000             | 22,970 |
| 2015                           | 19,500             | 22,440 |
| 2016                           | 24,000             | 21,900 |
| 2017                           | 25,000             | 21,370 |
| 2018                           | 25,000             | 20,840 |
| 2019                           | 25,000             | 20,310 |
| 2020                           | 17,100             | 19,780 |
| 2021                           | 16,900             | 19,250 |
| 2022                           | 16,700             | 18,710 |
| 2023                           | 17,600             | 18,180 |
| 2024                           | 17,700             | 17,650 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 11,800 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 9,670  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 4,350  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 532       |
| Trend R-squared:                        | 33.83%    |
| Trend Annual Historic Growth Rate:      | -2.32%    |
| Trend Growth Rate (2024 to Design Year) | -3.01%    |
| Printed:                                | 5/20/2025 |
| <b>Linear Growth Option</b>             |           |

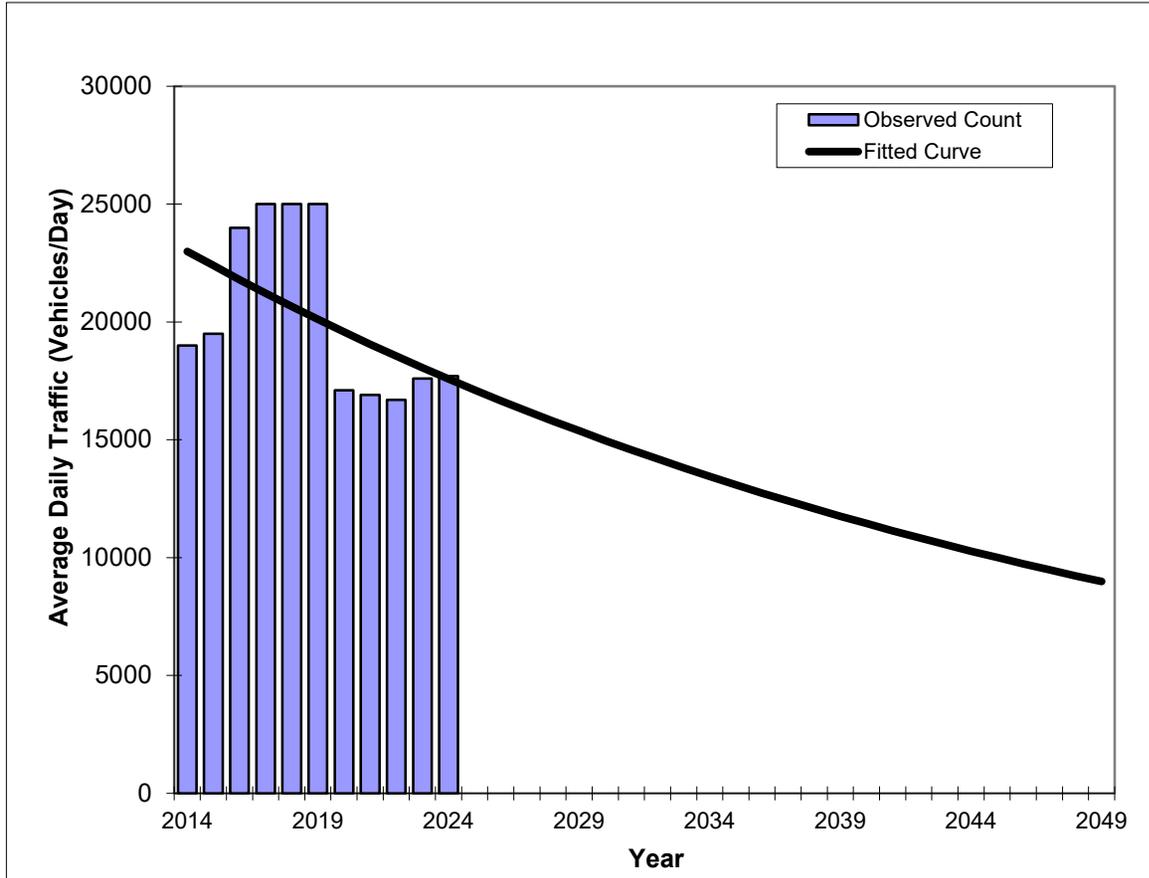
\*Axle-Adjusted

# Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 19,000             | 22,990 |
| 2015                           | 19,500             | 22,390 |
| 2016                           | 24,000             | 21,790 |
| 2017                           | 25,000             | 21,220 |
| 2018                           | 25,000             | 20,650 |
| 2019                           | 25,000             | 20,110 |
| 2020                           | 17,100             | 19,580 |
| 2021                           | 16,900             | 19,060 |
| 2022                           | 16,700             | 18,550 |
| 2023                           | 17,600             | 18,060 |
| 2024                           | 17,700             | 17,580 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 13,090 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 11,760 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 8,990  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 36.45%    |
| Compounded Annual Historic Growth Rate:      | -2.65%    |
| Compounded Growth Rate (2024 to Design Year) | -2.65%    |
| Printed:                                     | 5/20/2025 |
| <b>Exponential Growth Option</b>             |           |

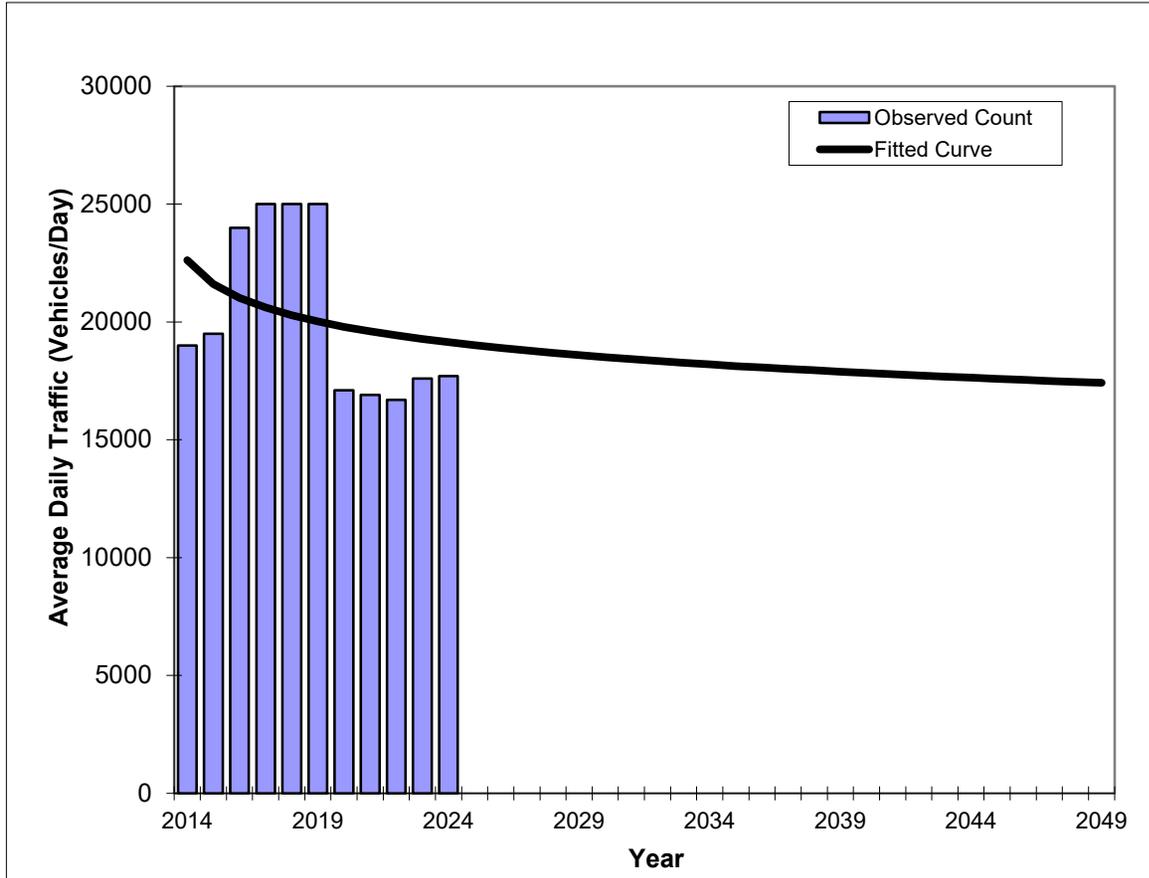
\*Axle-Adjusted

# Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869433       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 19,000             | 22,620 |
| 2015                           | 19,500             | 21,610 |
| 2016                           | 24,000             | 21,020 |
| 2017                           | 25,000             | 20,610 |
| 2018                           | 25,000             | 20,280 |
| 2019                           | 25,000             | 20,020 |
| 2020                           | 17,100             | 19,790 |
| 2021                           | 16,900             | 19,600 |
| 2022                           | 16,700             | 19,430 |
| 2023                           | 17,600             | 19,280 |
| 2024                           | 17,700             | 19,140 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 18,130 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 17,890 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 17,420 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 12.69%    |
| Compounded Annual Historic Growth Rate:      | -1.66%    |
| Compounded Growth Rate (2024 to Design Year) | -0.38%    |
| Printed:                                     | 5/20/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

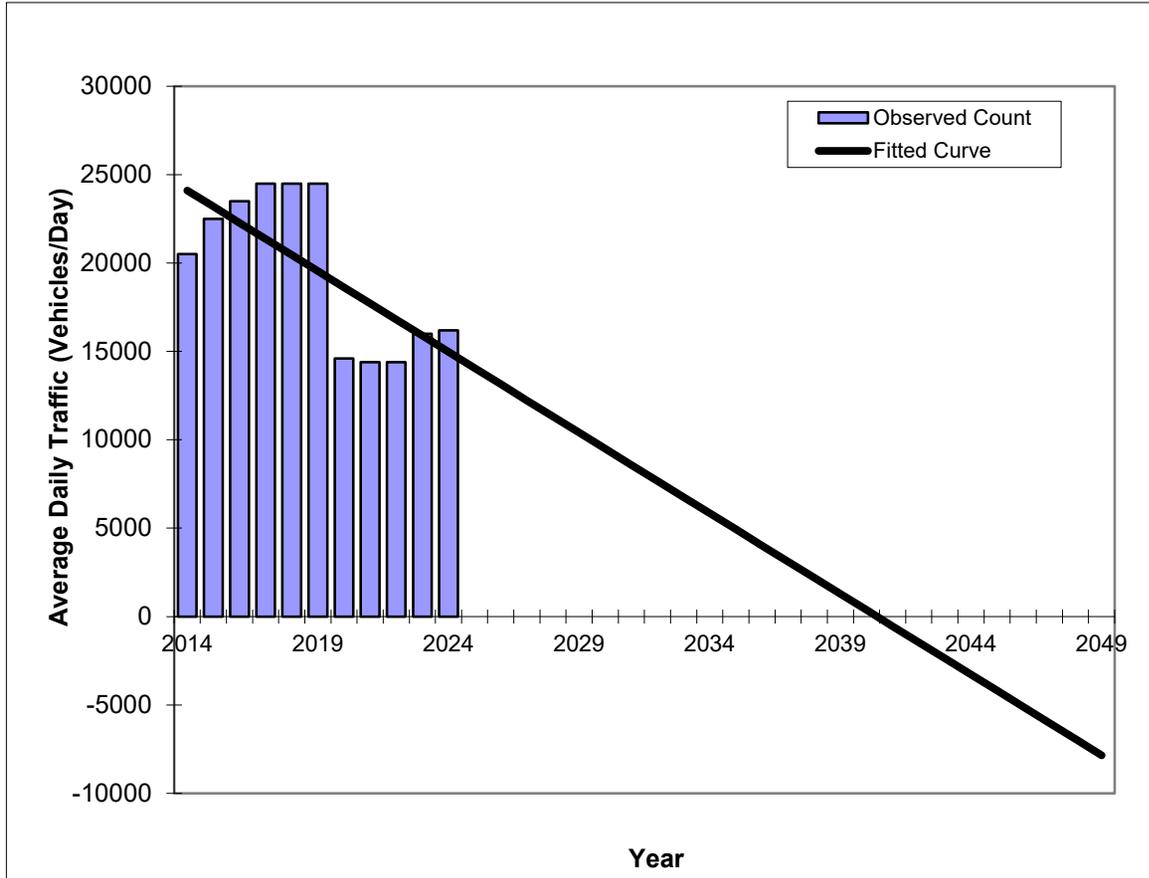
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 20,500             | 24,100 |
| 2015                           | 22,500             | 23,190 |
| 2016                           | 23,500             | 22,270 |
| 2017                           | 24,500             | 21,360 |
| 2018                           | 24,500             | 20,450 |
| 2019                           | 24,500             | 19,540 |
| 2020                           | 14,600             | 18,620 |
| 2021                           | 14,400             | 17,710 |
| 2022                           | 14,400             | 16,800 |
| 2023                           | 16,000             | 15,890 |
| 2024                           | 16,200             | 14,970 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 4,930  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 1,280  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | -7,850 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 913       |
| Trend R-squared:                        | 60.60%    |
| Trend Annual Historic Growth Rate:      | -3.79%    |
| Trend Growth Rate (2024 to Design Year) | -6.10%    |
| Printed:                                | 5/20/2025 |
| <b>Linear Growth Option</b>             |           |

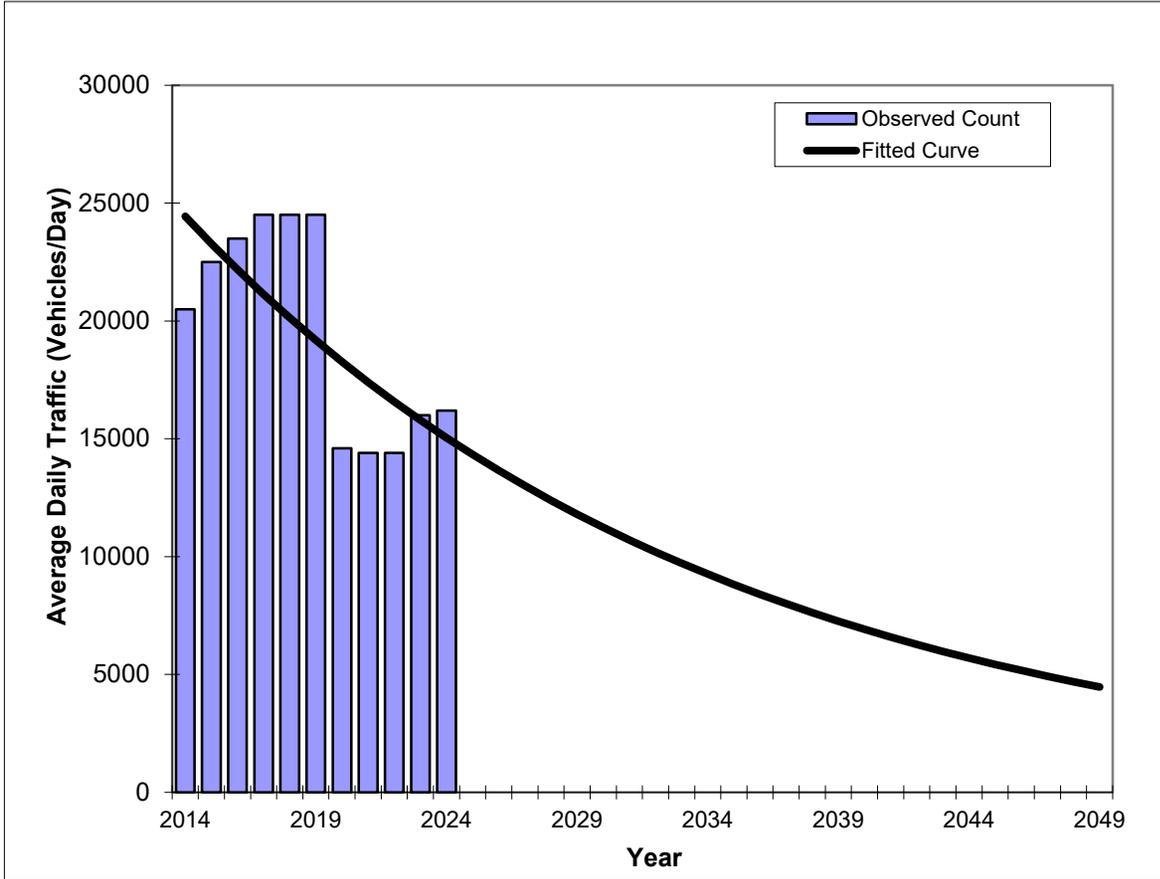
\*Axle-Adjusted

## Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 20,500             | 24,440 |
| 2015                           | 22,500             | 23,280 |
| 2016                           | 23,500             | 22,180 |
| 2017                           | 24,500             | 21,130 |
| 2018                           | 24,500             | 20,130 |
| 2019                           | 24,500             | 19,180 |
| 2020                           | 14,600             | 18,270 |
| 2021                           | 14,400             | 17,400 |
| 2022                           | 14,400             | 16,580 |
| 2023                           | 16,000             | 15,790 |
| 2024                           | 16,200             | 15,040 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 8,820  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 7,260  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 4,470  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 62.22%    |
| Compounded Annual Historic Growth Rate:      | -4.74%    |
| Compounded Growth Rate (2024 to Design Year) | -4.74%    |
| Printed:                                     | 5/20/2025 |
| <b>Exponential Growth Option</b>             |           |

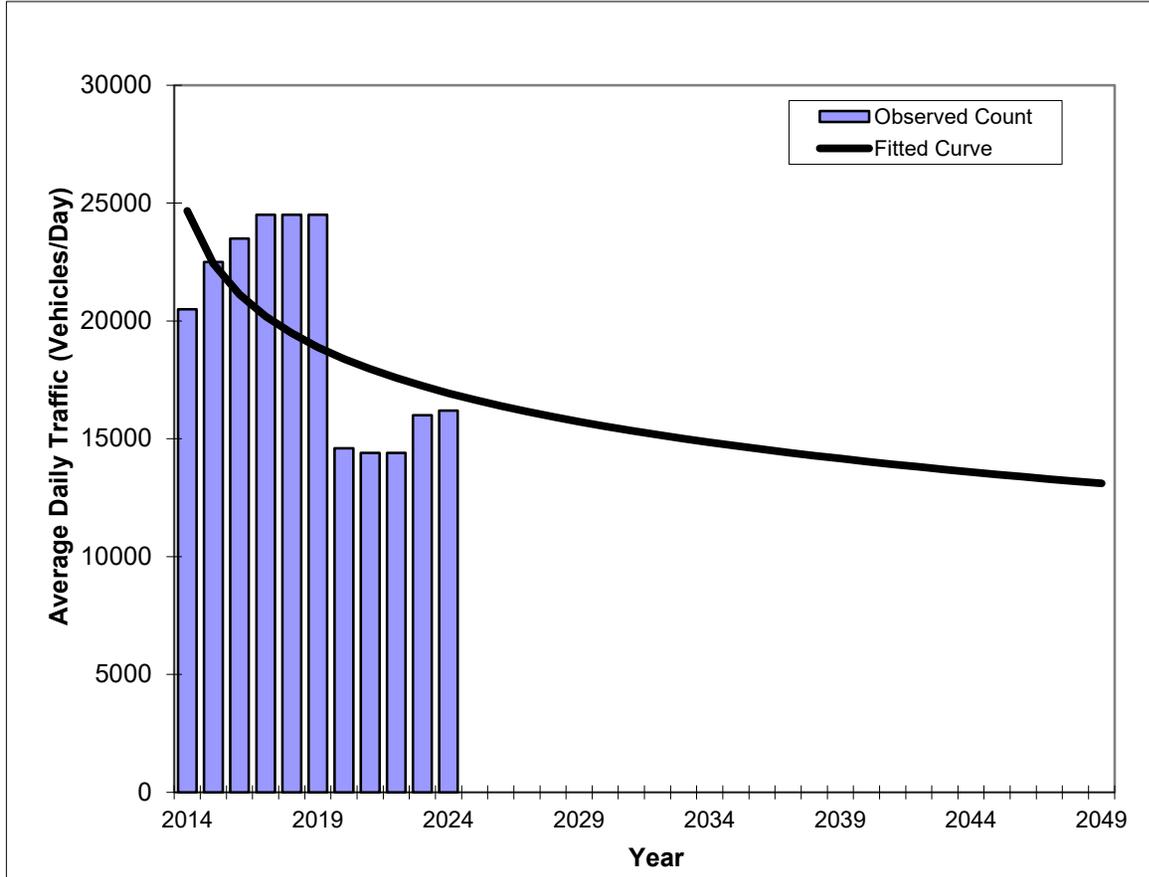
\*Axle-Adjusted

## Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 867094       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 20,500             | 24,670 |
| 2015                           | 22,500             | 22,430 |
| 2016                           | 23,500             | 21,120 |
| 2017                           | 24,500             | 20,200 |
| 2018                           | 24,500             | 19,480 |
| 2019                           | 24,500             | 18,890 |
| 2020                           | 14,600             | 18,390 |
| 2021                           | 14,400             | 17,960 |
| 2022                           | 14,400             | 17,580 |
| 2023                           | 16,000             | 17,240 |
| 2024                           | 16,200             | 16,930 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 14,700 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 14,160 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 13,110 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

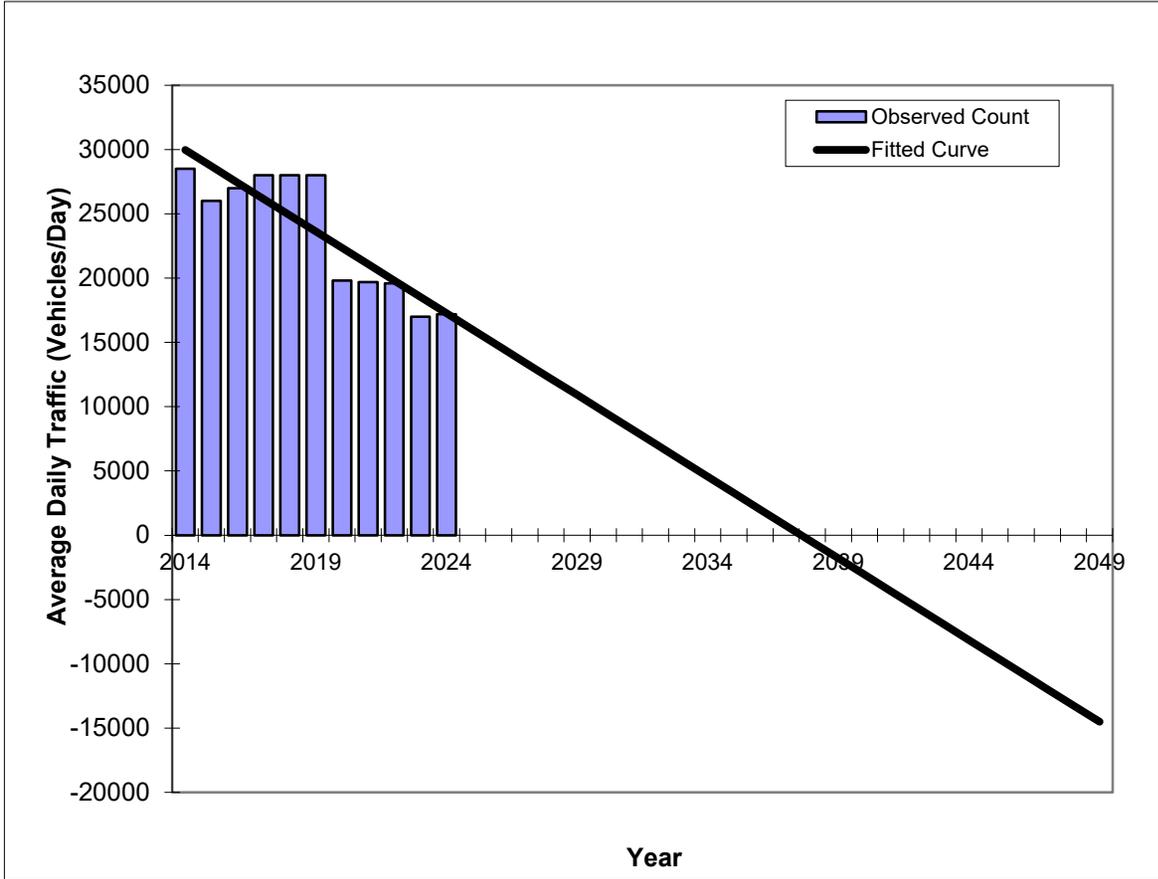
|  |           |
|--|-----------|
| Trend R-squared:                             | 38.19%    |
| Compounded Annual Historic Growth Rate:      | -3.70%    |
| Compounded Growth Rate (2024 to Design Year) | -1.02%    |
| Printed:                                     | 5/20/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

\*Axle-Adjusted

**Traffic Trends - V2023**  
 -- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |         |
|--------------------------------|--------------------|---------|
|                                | Count*             | Trend   |
| 2014                           | 28,500             | 29,970  |
| 2015                           | 26,000             | 28,700  |
| 2016                           | 27,000             | 27,430  |
| 2017                           | 28,000             | 26,160  |
| 2018                           | 28,000             | 24,890  |
| 2019                           | 28,000             | 23,620  |
| 2020                           | 19,800             | 22,350  |
| 2021                           | 19,700             | 21,080  |
| 2022                           | 19,600             | 19,810  |
| 2023                           | 17,000             | 18,530  |
| 2024                           | 17,200             | 17,260  |
| <b>2035 Opening Year Trend</b> |                    |         |
| 2035                           | N/A                | 3,280   |
| <b>2039 Interim Year Trend</b> |                    |         |
| 2039                           | N/A                | -1,800  |
| <b>2049 Design Year Trend</b>  |                    |         |
| 2049                           | N/A                | -14,510 |
| <b>FSUTMS Forecasts/Trends</b> |                    |         |
|                                |                    |         |
|                                |                    |         |

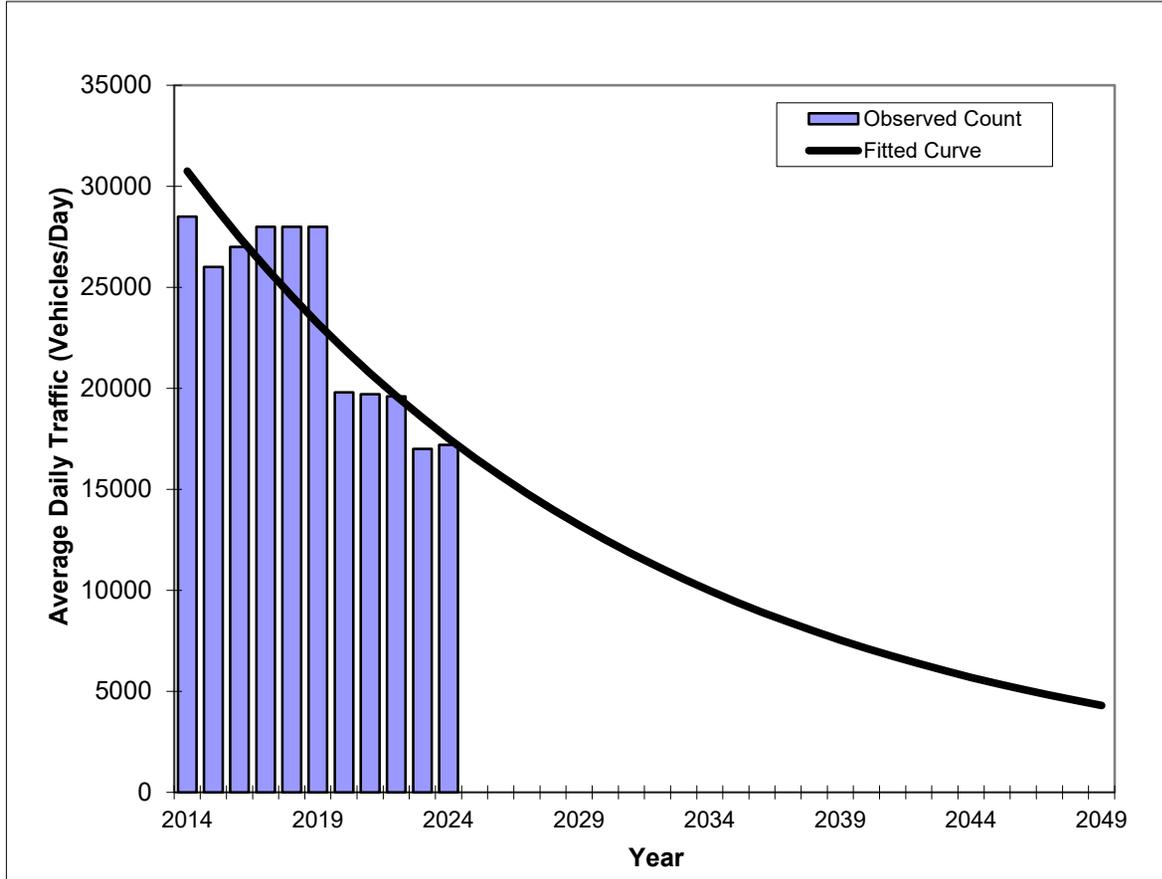
|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 1,271     |
| Trend R-squared:                        | 88.62%    |
| Trend Annual Historic Growth Rate:      | -4.24%    |
| Trend Growth Rate (2024 to Design Year) | -7.36%    |
| Printed:                                | 5/20/2025 |
| <b>Linear Growth Option</b>             |           |

\*Axle-Adjusted

**Traffic Trends - V2023**  
 -- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 28,500             | 30,750 |
| 2015                           | 26,000             | 29,070 |
| 2016                           | 27,000             | 27,480 |
| 2017                           | 28,000             | 25,970 |
| 2018                           | 28,000             | 24,550 |
| 2019                           | 28,000             | 23,210 |
| 2020                           | 19,800             | 21,940 |
| 2021                           | 19,700             | 20,740 |
| 2022                           | 19,600             | 19,610 |
| 2023                           | 17,000             | 18,540 |
| 2024                           | 17,200             | 17,520 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 9,440  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 7,540  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 4,300  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

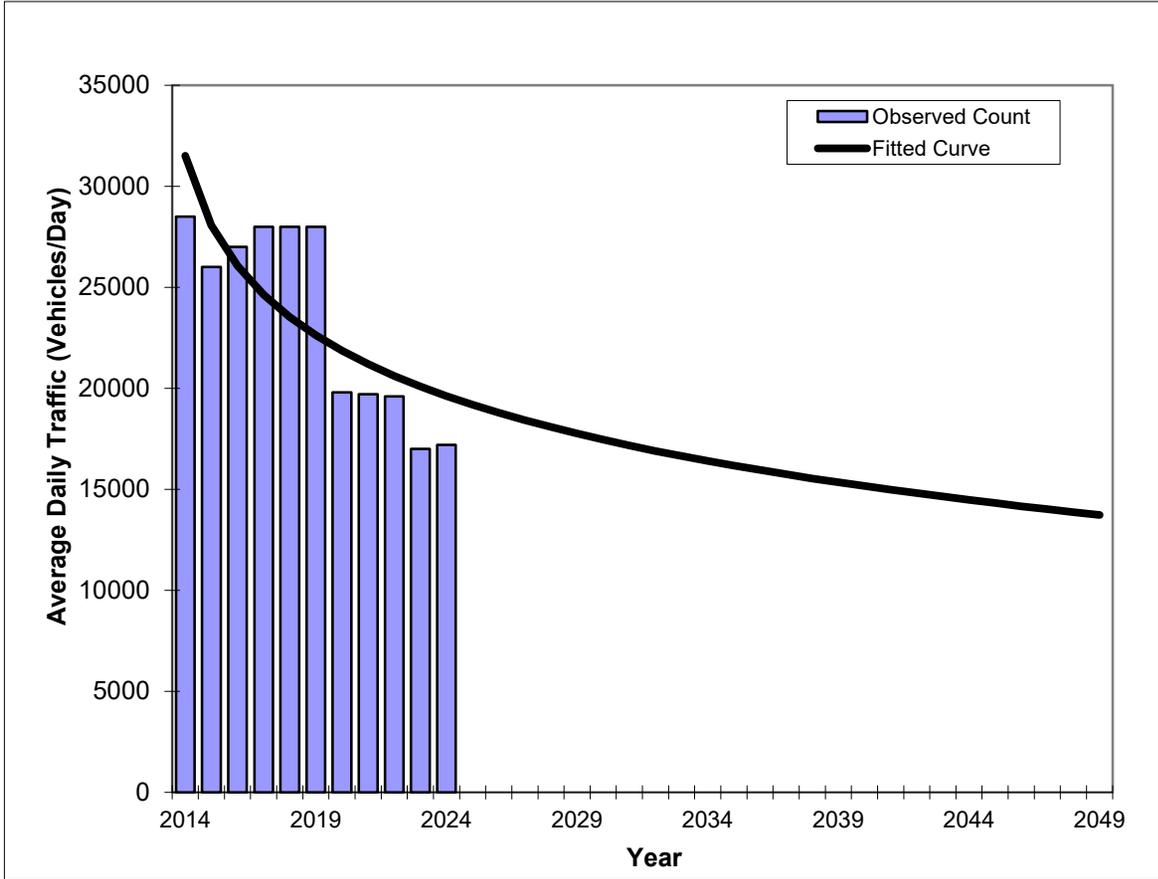
|  |           |
|--|-----------|
| Trend R-squared:                             | 88.34%    |
| Compounded Annual Historic Growth Rate:      | -5.47%    |
| Compounded Growth Rate (2024 to Design Year) | -5.46%    |
| Printed:                                     | 5/20/2025 |
| <b>Exponential Growth Option</b>             |           |

\*Axle-Adjusted

**Traffic Trends - V2023**  
 -- WESTON RD., S OF SW 14 ST.

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869190       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 28,500             | 31,510 |
| 2015                           | 26,000             | 28,070 |
| 2016                           | 27,000             | 26,060 |
| 2017                           | 28,000             | 24,630 |
| 2018                           | 28,000             | 23,530 |
| 2019                           | 28,000             | 22,620 |
| 2020                           | 19,800             | 21,860 |
| 2021                           | 19,700             | 21,200 |
| 2022                           | 19,600             | 20,610 |
| 2023                           | 17,000             | 20,090 |
| 2024                           | 17,200             | 19,620 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 16,180 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 15,350 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 13,730 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 68.16%    |
| Compounded Annual Historic Growth Rate:      | -4.63%    |
| Compounded Growth Rate (2024 to Design Year) | -1.42%    |
| Printed:                                     | 5/20/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

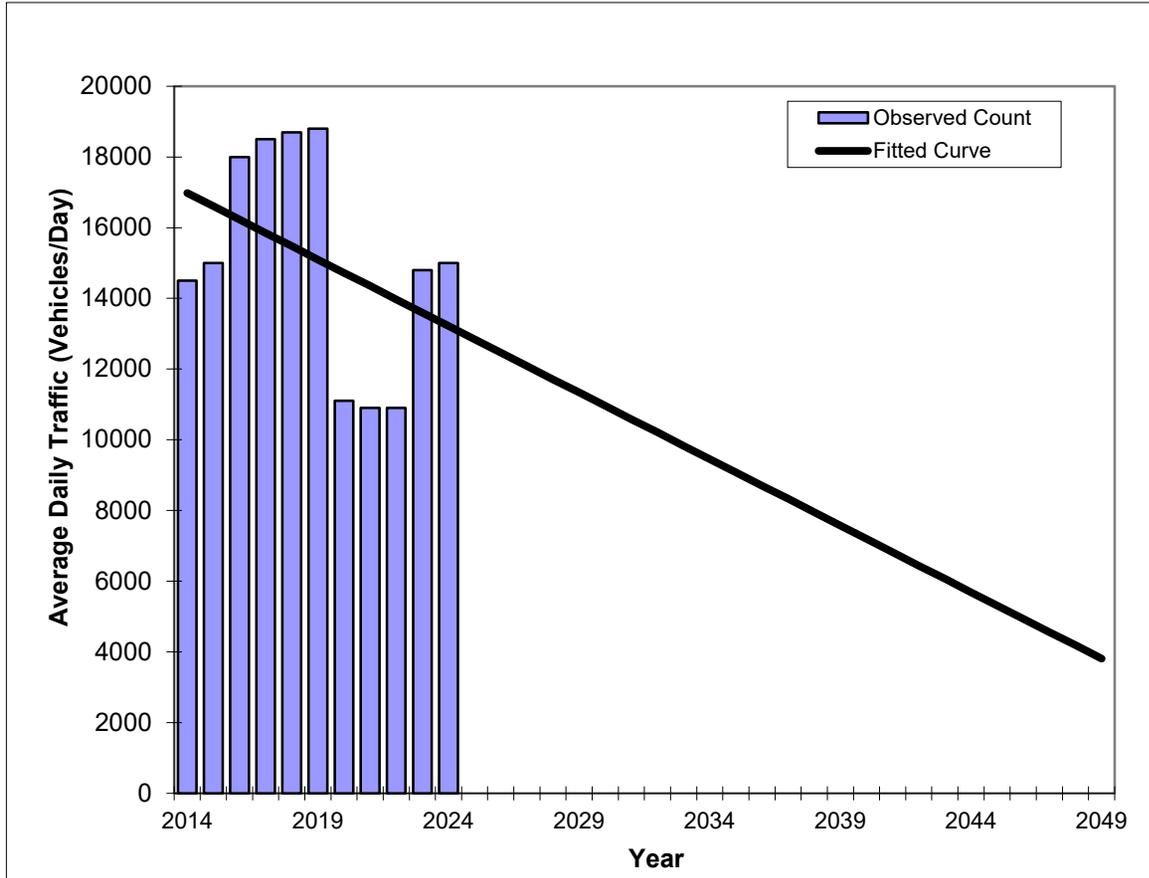
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 14,500             | 16,980 |
| 2015                           | 15,000             | 16,610 |
| 2020                           | 11,100             | 14,720 |
| 2021                           | 10,900             | 14,350 |
| 2022                           | 10,900             | 13,970 |
| 2023                           | 14,800             | 13,590 |
| 2024                           | 15,000             | 13,220 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 9,080  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 7,570  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 3,810  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|   |           |
|---|-----------|
| Annual Trend Decrease:                  | 376       |
| Trend R-squared:                        | 25.59%    |
| Trend Annual Historic Growth Rate:      | -2.21%    |
| Trend Growth Rate (2024 to Design Year) | -2.85%    |
| Printed:                                | 5/20/2025 |
| <b>Linear Growth Option</b>             |           |

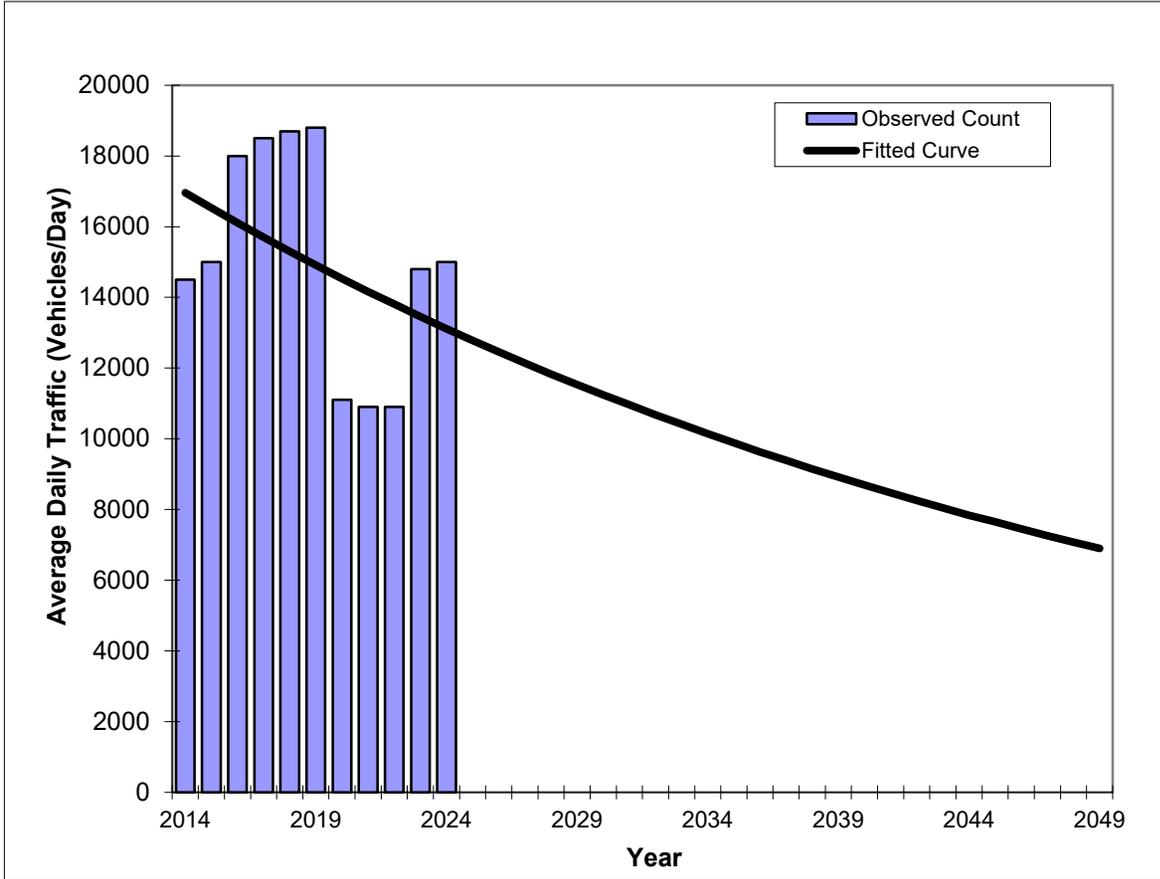
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 14,500             | 16,960 |
| 2015                           | 15,000             | 16,530 |
| 2016                           | 18,000             | 16,110 |
| 2017                           | 18,500             | 15,700 |
| 2018                           | 18,700             | 15,300 |
| 2019                           | 18,800             | 14,910 |
| 2020                           | 11,100             | 14,530 |
| 2021                           | 10,900             | 14,160 |
| 2022                           | 10,900             | 13,810 |
| 2023                           | 14,800             | 13,450 |
| 2024                           | 15,000             | 13,110 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 9,890  |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 8,920  |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 6,900  |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 25.72%    |
| Compounded Annual Historic Growth Rate:      | -2.54%    |
| Compounded Growth Rate (2024 to Design Year) | -2.53%    |
| Printed:                                     | 5/20/2025 |
| <b>Exponential Growth Option</b>             |           |

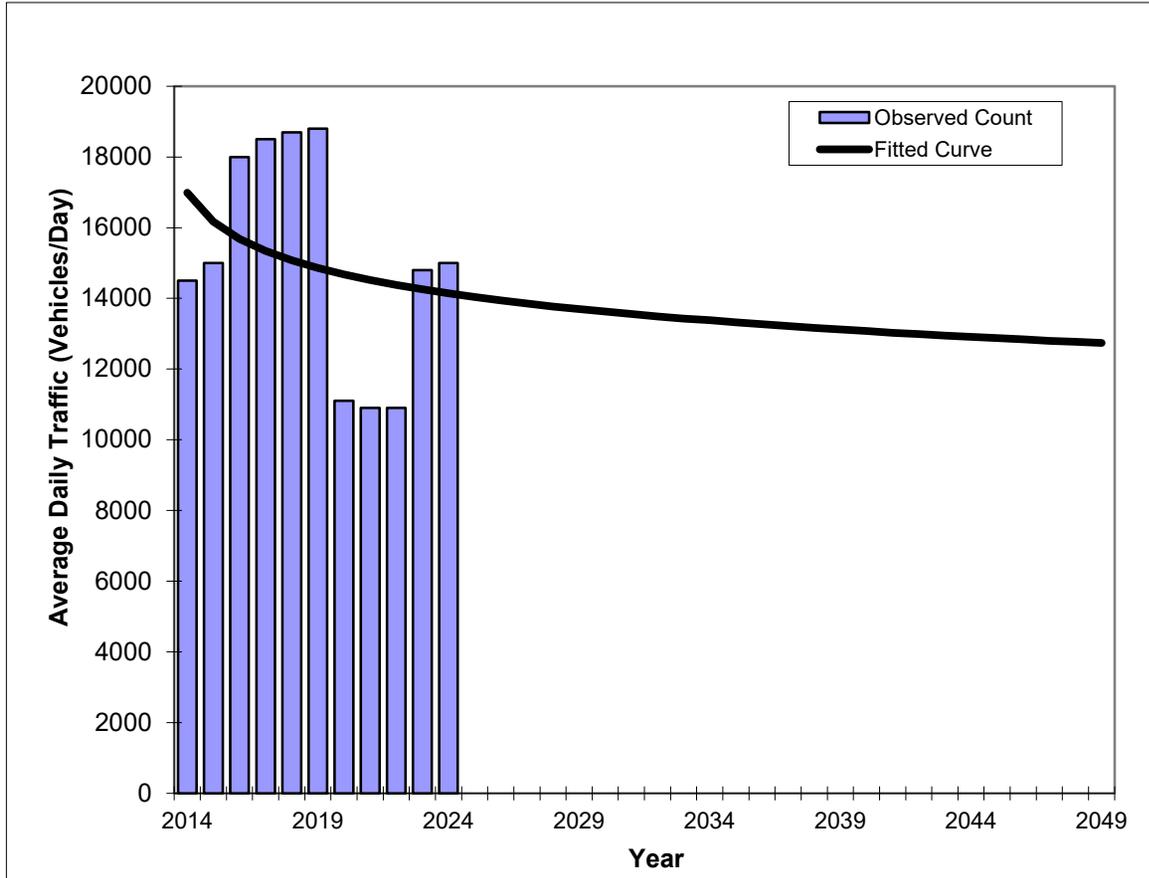
\*Axle-Adjusted

# Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

|          |      |
|----------|------|
| FM #     | 1234 |
| Location | 1    |

|            |              |
|------------|--------------|
| County:    | Broward (86) |
| Station #: | 869122       |
| Roadway:   |              |



| Year                           | Traffic (ADT/AADT) |        |
|--------------------------------|--------------------|--------|
|                                | Count*             | Trend  |
| 2014                           | 14,500             | 16,990 |
| 2015                           | 15,000             | 16,170 |
| 2016                           | 18,000             | 15,680 |
| 2017                           | 18,500             | 15,340 |
| 2018                           | 18,700             | 15,080 |
| 2019                           | 18,800             | 14,860 |
| 2020                           | 11,100             | 14,680 |
| 2021                           | 10,900             | 14,520 |
| 2022                           | 10,900             | 14,380 |
| 2023                           | 14,800             | 14,260 |
| 2024                           | 15,000             | 14,140 |
| <b>2035 Opening Year Trend</b> |                    |        |
| 2035                           | N/A                | 13,320 |
| <b>2039 Interim Year Trend</b> |                    |        |
| 2039                           | N/A                | 13,120 |
| <b>2049 Design Year Trend</b>  |                    |        |
| 2049                           | N/A                | 12,740 |
| <b>FSUTMS Forecasts/Trends</b> |                    |        |
|                                |                    |        |
|                                |                    |        |

|  |           |
|--|-----------|
| Trend R-squared:                             | 12.83%    |
| Compounded Annual Historic Growth Rate:      | -1.82%    |
| Compounded Growth Rate (2024 to Design Year) | -0.42%    |
| Printed:                                     | 5/20/2025 |
| <b>Decaying Exponential Growth Option</b>    |           |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7094 - SW 14 ST, W OF WESTON RD

| YEAR | AADT  |   | DIRECTION 1 |       | DIRECTION 2 |       | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|-------|-------------|-------|-----------|----------|----------|
| 2024 | 16200 | F | E           | 8300  | W           | 7900  | 9.00      | 53.70    | 8.20     |
| 2023 | 16000 | C | E           | 8200  | W           | 7800  | 9.00      | 54.20    | 3.00     |
| 2022 | 14400 | S | E           | 7300  | W           | 7100  | 9.00      | 53.80    | 5.40     |
| 2021 | 14400 | F | E           | 7300  | W           | 7100  | 9.00      | 54.00    | 14.30    |
| 2020 | 14600 | C | E           | 7400  | W           | 7200  | 9.00      | 55.10    | 8.80     |
| 2019 | 24500 | R | E           | 12500 | W           | 12000 | 9.00      | 56.00    | 5.50     |
| 2018 | 24500 | T | E           | 12500 | W           | 12000 | 9.00      | 56.30    | 6.00     |
| 2017 | 24500 | S | E           | 12500 | W           | 12000 | 9.00      | 57.10    | 6.20     |
| 2016 | 23500 | F | E           | 12000 | W           | 11500 | 9.00      | 56.10    | 2.90     |
| 2015 | 22500 | C | E           | 11500 | W           | 11000 | 9.00      | 56.20    | 3.40     |
| 2014 | 20500 | T | E           | 10000 | W           | 10500 | 9.00      | 56.80    | 7.40     |
| 2013 | 20500 | S | E           | 10000 | W           | 10500 | 9.00      | 56.20    | 7.60     |
| 2012 | 20500 | F | E           | 10000 | W           | 10500 | 9.00      | 57.00    | 5.90     |
| 2011 | 20400 | C | E           | 9900  | W           | 10500 | 9.00      | 59.10    | 6.30     |
| 2010 | 22400 | F | E           | 12500 | W           | 9900  | 9.60      | 57.92    | 9.30     |
| 2009 | 21700 | C | E           | 12000 | W           | 9700  | 9.71      | 58.42    | 5.30     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9122 - SW 14 ST., E OF INTERSTATE 75

| YEAR | AADT  |   | DIRECTION 1 |       | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |       |
|------|-------|---|-------------|-------|-------------|-----------|----------|----------|-------|
| 2024 | 15000 | F | E           | 8200  | W           | 6800      | 9.00     | 53.70    | 8.20  |
| 2023 | 14800 | C | E           | 8100  | W           | 6700      | 9.00     | 54.20    | 3.00  |
| 2022 | 10900 | S | E           | 5400  | W           | 5500      | 9.00     | 53.80    | 5.40  |
| 2021 | 10900 | F | E           | 5400  | W           | 5500      | 9.00     | 54.00    | 14.30 |
| 2020 | 11100 | C | E           | 5500  | W           | 5600      | 9.00     | 55.10    | 8.80  |
| 2019 | 18800 | T | E           | 10000 | W           | 8800      | 9.00     | 56.00    | 5.50  |
| 2018 | 18700 | S | E           | 10000 | W           | 8700      | 9.00     | 56.30    | 6.00  |
| 2017 | 18500 | F | E           | 9900  | W           | 8600      | 9.00     | 57.10    | 6.20  |
| 2016 | 18000 | C | E           | 9600  | W           | 8400      | 9.00     | 56.10    | 2.90  |
| 2015 | 15000 | V |             | 0     |             | 0         | 9.00     | 56.20    | 3.40  |
| 2014 | 14500 | R |             |       |             |           | 9.00     | 56.80    | 7.40  |
| 2013 | 14000 | T |             | 0     |             | 0         | 9.00     | 56.20    | 7.60  |
| 2012 | 14000 | S |             | 0     |             | 0         | 9.00     | 57.00    | 5.90  |
| 2011 | 14000 | F |             | 0     |             | 0         | 9.00     | 59.10    | 6.30  |
| 2010 | 13500 | C | E           | 0     | W           | 0         | 9.60     | 57.92    | 9.30  |
| 2009 | 15500 | F |             | 0     |             | 0         | 9.71     | 58.42    | 5.30  |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9190 - WESTON RD., S OF SW 14 ST.

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2024 | 17200 | F | N 8600      |  | S 8600      | 9.00      | 53.70    | 8.20     |
| 2023 | 17000 | C | N 8500      |  | S 8500      | 9.00      | 54.20    | 3.00     |
| 2022 | 19600 | S | N 10500     |  | S 9100      | 9.00      | 53.80    | 5.40     |
| 2021 | 19700 | F | N 10500     |  | S 9200      | 9.00      | 54.00    | 14.30    |
| 2020 | 19800 | C | N 10500     |  | S 9300      | 9.00      | 55.10    | 8.80     |
| 2019 | 28000 | R | N 15000     |  | S 13000     | 9.00      | 56.00    | 5.50     |
| 2018 | 28000 | T | N 15000     |  | S 13000     | 9.00      | 56.30    | 6.00     |
| 2017 | 28000 | S | N 15000     |  | S 13000     | 9.00      | 57.10    | 6.20     |
| 2016 | 27000 | F | N 14500     |  | S 12500     | 9.00      | 56.10    | 2.90     |
| 2015 | 26000 | C | N 14000     |  | S 12000     | 9.00      | 56.20    | 3.40     |
| 2014 | 28500 | X |             |  |             | 9.00      | 56.80    | 7.40     |
| 2013 | 28000 | X | 0           |  | 0           | 9.00      | 56.20    | 7.60     |
| 2012 | 27500 | T | 0           |  | 0           | 9.00      | 57.00    | 5.90     |
| 2011 | 27000 | S | 0           |  | 0           | 9.00      | 59.10    | 6.30     |
| 2010 | 26000 | F | N 13500     |  | S 12500     | 9.60      | 57.92    | 9.30     |
| 2009 | 25000 | C | N 13000     |  | S 12000     | 9.71      | 58.42    | 5.30     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9433 - WESTON ROAD, N OF INDIAN TRACE

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2024 | 17700 | F | N 10500     |  | S 7200      | 9.00      | 53.70    | 8.20     |
| 2023 | 17600 | C | N 10500     |  | S 7100      | 9.00      | 54.20    | 3.00     |
| 2022 | 16700 | S | N 9100      |  | S 7600      | 9.00      | 53.80    | 5.40     |
| 2021 | 16900 | F | N 9200      |  | S 7700      | 9.00      | 54.00    | 14.30    |
| 2020 | 17100 | C | N 9300      |  | S 7800      | 9.00      | 55.10    | 8.80     |
| 2019 | 25000 | T | N 13500     |  | S 11500     | 9.00      | 56.00    | 5.50     |
| 2018 | 25000 | S | N 13500     |  | S 11500     | 9.00      | 56.30    | 6.00     |
| 2017 | 25000 | F | N 13500     |  | S 11500     | 9.00      | 57.10    | 6.20     |
| 2016 | 24000 | C | N 13000     |  | S 11000     | 9.00      | 56.10    | 2.90     |
| 2015 | 19500 | V | 0           |  | 0           | 9.00      | 56.20    | 3.40     |
| 2014 | 19000 | R |             |  |             | 9.00      | 56.80    | 7.40     |
| 2013 | 18500 | T | 0           |  | 0           | 9.00      | 56.20    | 7.60     |
| 2012 | 18500 | S | 0           |  | 0           | 9.00      | 57.00    | 5.90     |
| 2011 | 18100 | F | 0           |  | 0           | 9.00      | 59.10    | 6.30     |
| 2010 | 17900 | C | N 10500     |  | S 7400      | 9.60      | 57.92    | 9.30     |
| 2009 | 21000 | F | N 11500     |  | S 9500      | 9.71      | 58.42    | 5.30     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC IMPACT ANALYSIS

CAMBRIA HOTEL  
DAVIE, FLORIDA

PREPARED FOR:  
DAVIE HOSPITALITY, LLC

**Kimley»»Horn**

Kimley-Horn #040661012  
September 26, 2019  
CA 00000696  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
561/845-0665 TEL

VOLUME DEVELOPMENT WORKSHEET  
 CAMBRIA HOTEL  
 INDIAN TRACE & SW 160TH AVENUE

Growth Rate = 1.00%  
 Peak Season = 1.04      1.04  
 Buildout Year = 2024      2024  
 Years = 5                      5

| <u>AM Peak Hour</u>                                   |            |          |           |            |          |            |            |            |           |           |            |            |
|---|------------|----------|-----------|------------|----------|------------|------------|------------|-----------|-----------|------------|------------|
|   | Northbound |          |           | Southbound |          |            | Eastbound  |            |           | Westbound |            |            |
|   | LT         | Thru     | RT        | LT         | Thru     | RT         | LT         | Thru       | RT        | LT        | Thru       | RT         |
| Existing Volume on 08/20/2019                         | 0          | 0        | 0         | 41         | 0        | 61         | 63         | 598        | 0         | 0         | 703        | 125        |
| Peak Season Volume                                    | 0          | 0        | 0         | 43         | 0        | 63         | 66         | 622        | 0         | 0         | 731        | 130        |
| Traffic Volume Growth<br>Committed Development        | 0          | 0        | 0         | 2          | 0        | 3          | 3          | 32         | 0         | 0         | 37         | 7          |
| 1.0% Traffic Volume Growth<br>Committed + 1.0% Growth | 0          | 0        | 0         | 2          | 0        | 3          | 6          | 32         | 0         | 0         | 37         | 7          |
| Max (Committed + 1.0% or Historic Growth)             | 0          | 0        | 0         | 2          | 0        | 3          | 6          | 32         | 0         | 0         | 37         | 7          |
| Background Traffic Volumes                            | 0          | 0        | 0         | 45         | 0        | 66         | 72         | 654        | 0         | 0         | 768        | 137        |
| Project Traffic                                       |            |          |           |            |          |            |            |            |           |           |            |            |
| Inbound Traffic Assignment                            |            |          |           |            |          |            |            |            | 65.0%     | 35.0%     |            |            |
| Inbound Traffic Volumes                               |            |          |           |            |          |            |            |            | 28        | 15        |            |            |
| Outbound Traffic Assignment                           |            |          | 100.0%    |            |          |            |            |            |           |           |            |            |
| Outbound Traffic Volumes                              |            |          | 30        |            |          |            |            |            |           |           |            |            |
| Project Traffic                                       |            |          | 30        |            |          |            |            |            | 28        | 15        |            |            |
| Total Traffic w/o RTOR                                | 0          | 0        | 30        | 45         | 0        | 66         | 72         | 654        | 28        | 15        | 768        | 137        |
| RTOR Reduction  |            |          |           |            |          |            |            |            |           |           |            |            |
| <b>TOTAL TRAFFIC</b>                                  | <b>0</b>   | <b>0</b> | <b>30</b> | <b>45</b>  | <b>0</b> | <b>66</b>  | <b>72</b>  | <b>654</b> | <b>28</b> | <b>15</b> | <b>768</b> | <b>137</b> |
| <u>PM Peak Hour</u>                                   |            |          |           |            |          |            |            |            |           |           |            |            |
|   | Northbound |          |           | Southbound |          |            | Eastbound  |            |           | Westbound |            |            |
|   | LT         | Thru     | RT        | LT         | Thru     | RT         | LT         | Thru       | RT        | LT        | Thru       | RT         |
| Existing Volume on 08/20/2019                         | 0          | 0        | 0         | 65         | 0        | 93         | 143        | 832        | 0         | 0         | 512        | 157        |
| Peak Season Volume                                    | 0          | 0        | 0         | 68         | 0        | 97         | 149        | 865        | 0         | 0         | 532        | 163        |
| Traffic Volume Growth<br>Committed Development        | 0          | 0        | 0         | 3          | 0        | 5          | 8          | 44         | 0         | 0         | 27         | 8          |
| 1.0% Traffic Volume Growth<br>Committed + 1.0% Growth | 0          | 0        | 0         | 3          | 0        | 5          | 8          | 44         | 0         | 0         | 27         | 8          |
| Max (Committed + 1.0% or Historic Growth)             | 0          | 0        | 0         | 3          | 0        | 5          | 8          | 44         | 0         | 0         | 27         | 8          |
| Background Traffic Volumes                            | 0          | 0        | 0         | 71         | 0        | 102        | 157        | 909        | 0         | 0         | 559        | 171        |
| Project Traffic                                       |            |          |           |            |          |            |            |            |           |           |            |            |
| Inbound Traffic Assignment                            |            |          |           |            |          |            |            |            | 65.0%     | 35.0%     |            |            |
| Inbound Traffic Volumes                               |            |          |           |            |          |            |            |            | 31        | 16        |            |            |
| Outbound Traffic Assignment                           |            |          | 100.0%    |            |          |            |            |            |           |           |            |            |
| Outbound Traffic Volumes                              |            |          | 46        |            |          |            |            |            |           |           |            |            |
| Project Traffic                                       |            |          | 46        |            |          |            |            |            | 31        | 16        |            |            |
| Total Traffic w/o RTOR                                | 0          | 0        | 46        | 71         | 0        | 102        | 157        | 909        | 31        | 16        | 559        | 171        |
| RTOR Reduction  |            |          |           |            |          |            |            |            |           |           |            |            |
| <b>TOTAL TRAFFIC</b>                                  | <b>0</b>   | <b>0</b> | <b>46</b> | <b>71</b>  | <b>0</b> | <b>102</b> | <b>157</b> | <b>909</b> | <b>31</b> | <b>16</b> | <b>559</b> | <b>171</b> |



## Appendix E

# Trip Generation Information

# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

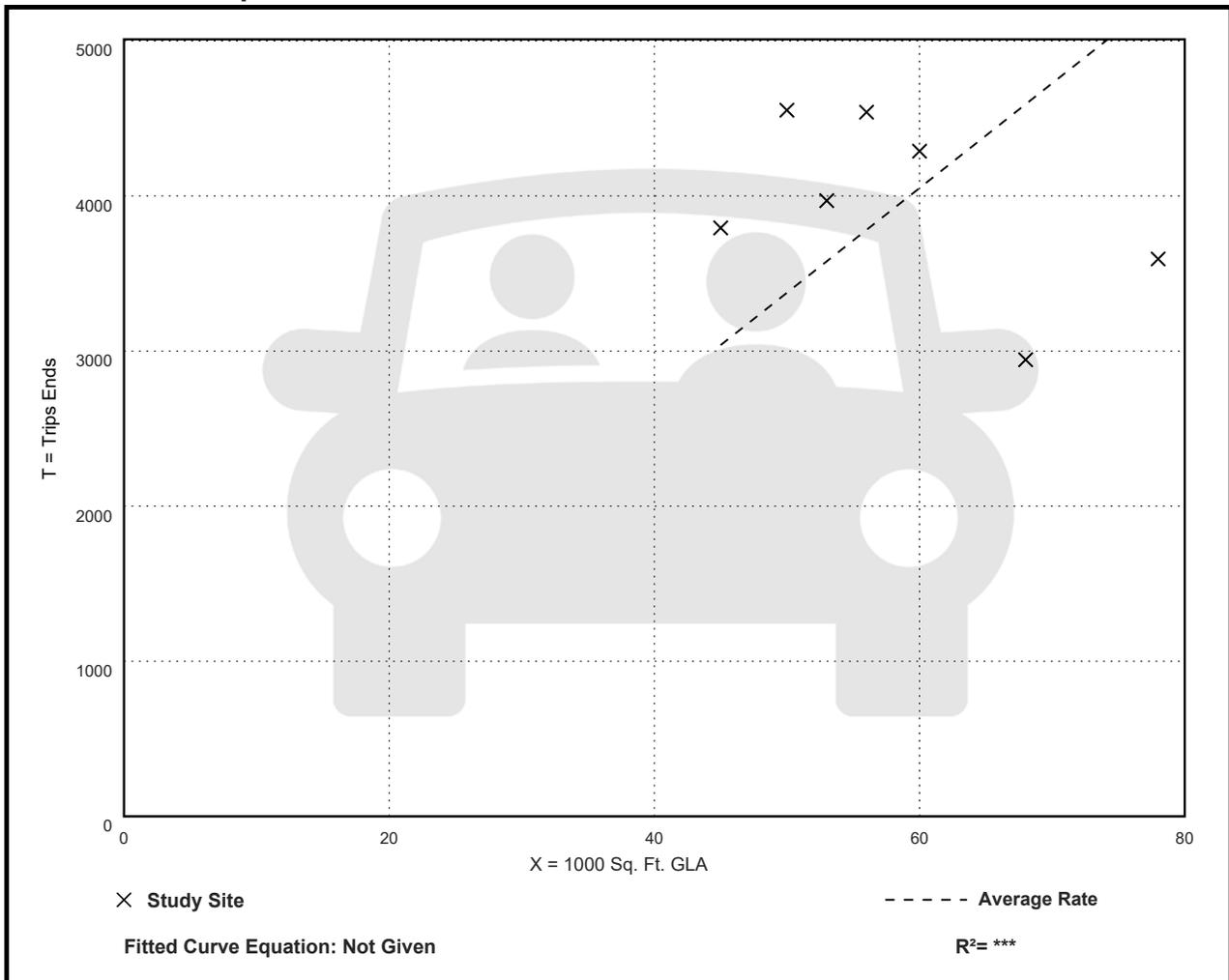
Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 67.52        | 43.29 - 91.06  | 19.25              |

## Data Plot and Equation



# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

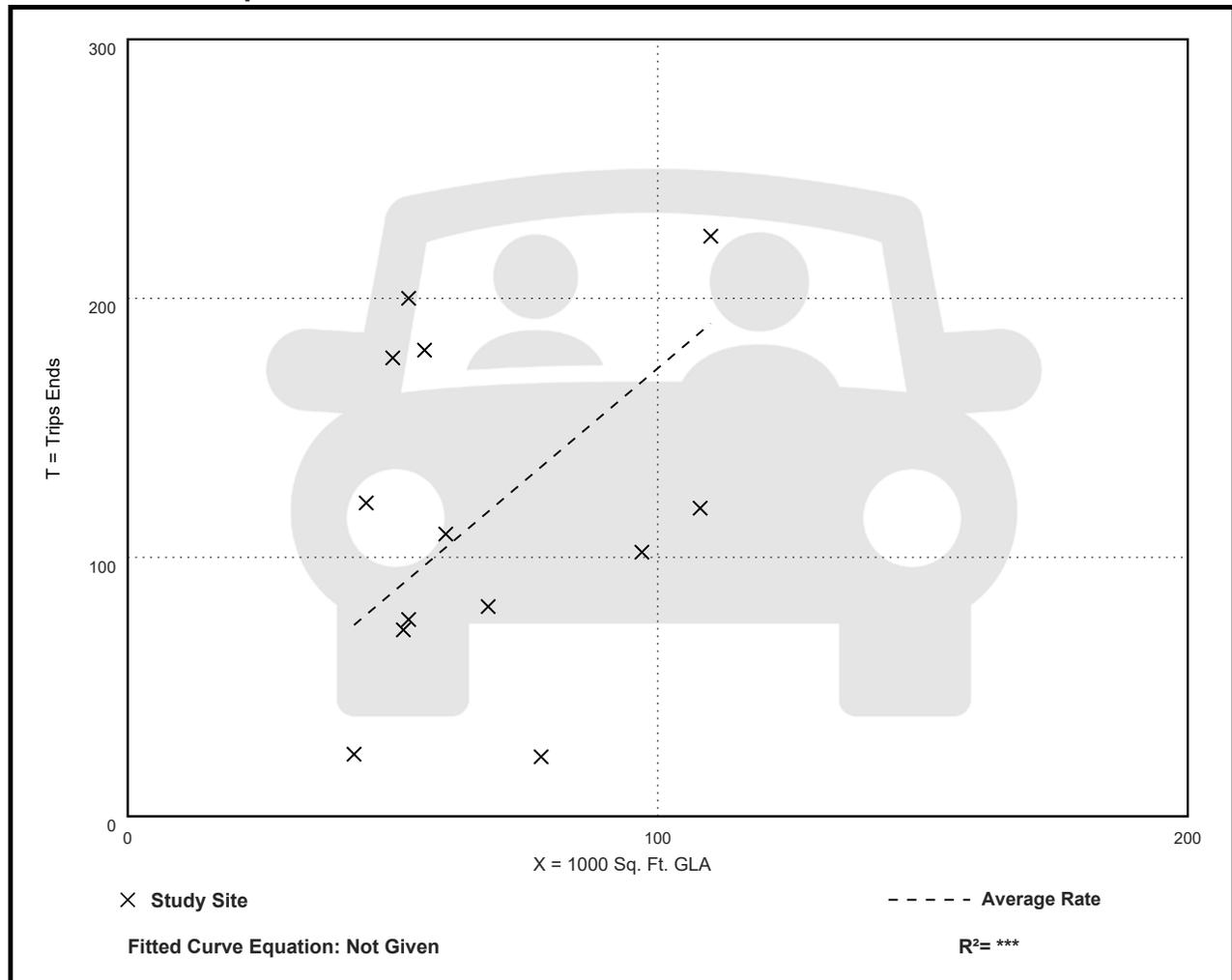
Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.73         | 0.29 - 3.77    | 1.06               |

## Data Plot and Equation



# Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

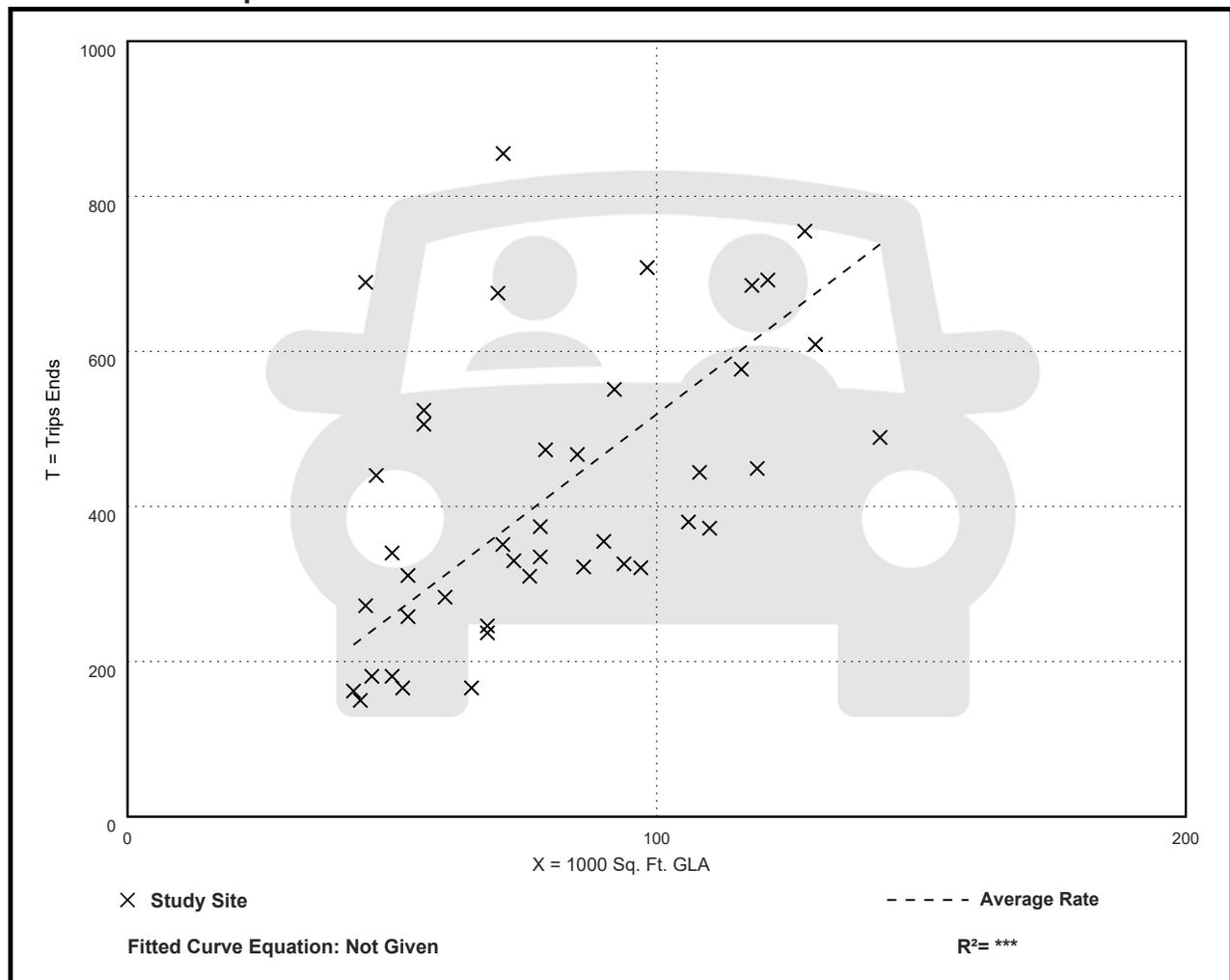
Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 5.19         | 2.55 - 15.31   | 2.28               |

## Data Plot and Equation



# General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 59

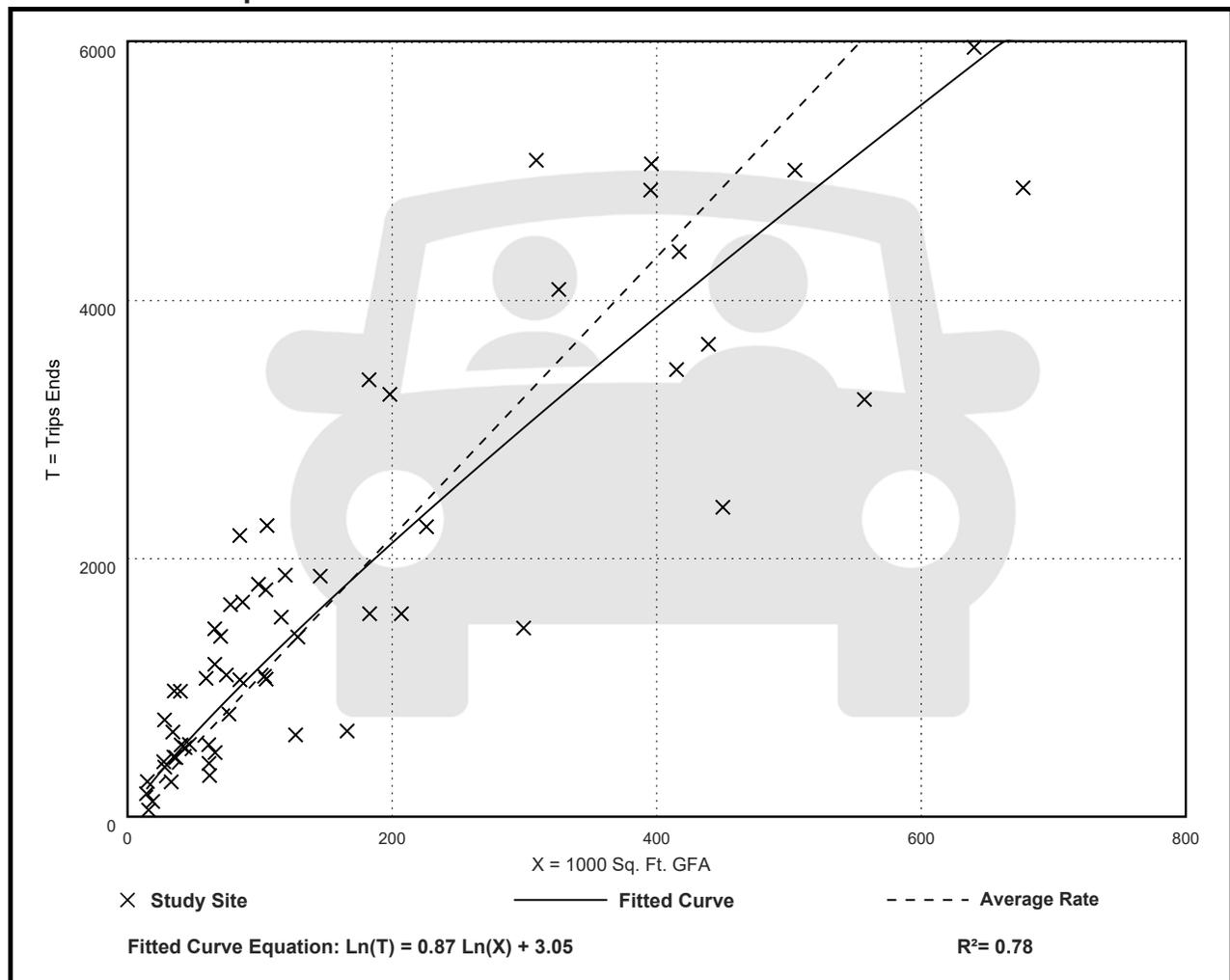
Avg. 1000 Sq. Ft. GFA: 163

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 10.84        | 3.27 - 27.56   | 4.76               |

## Data Plot and Equation



# General Office Building (710)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 221

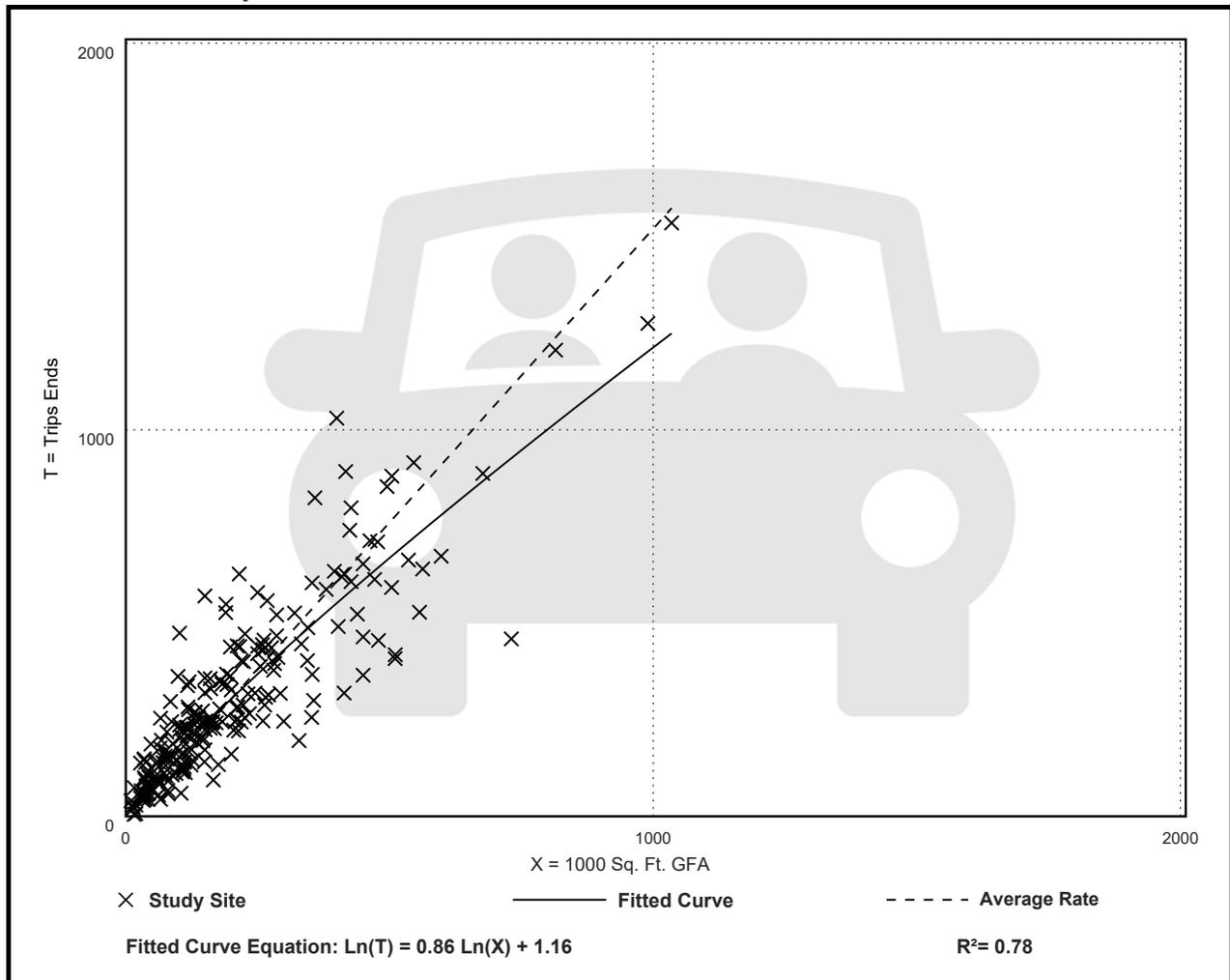
Avg. 1000 Sq. Ft. GFA: 201

Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.52         | 0.32 - 4.93    | 0.58               |

## Data Plot and Equation



# General Office Building (710)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 232

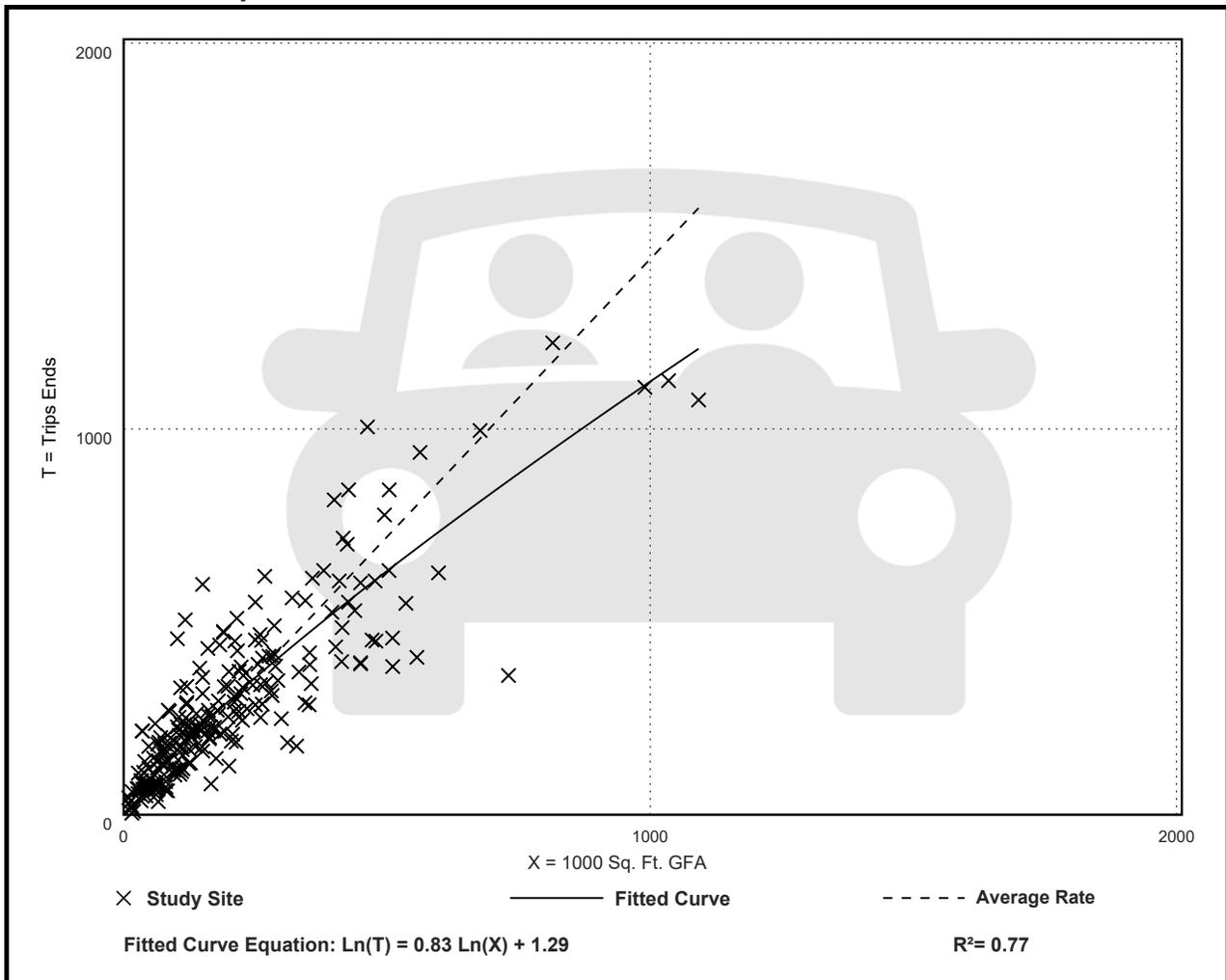
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.44         | 0.26 - 6.20    | 0.60               |

## Data Plot and Equation



# Hotel (310)

Vehicle Trip Ends vs: Rooms  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

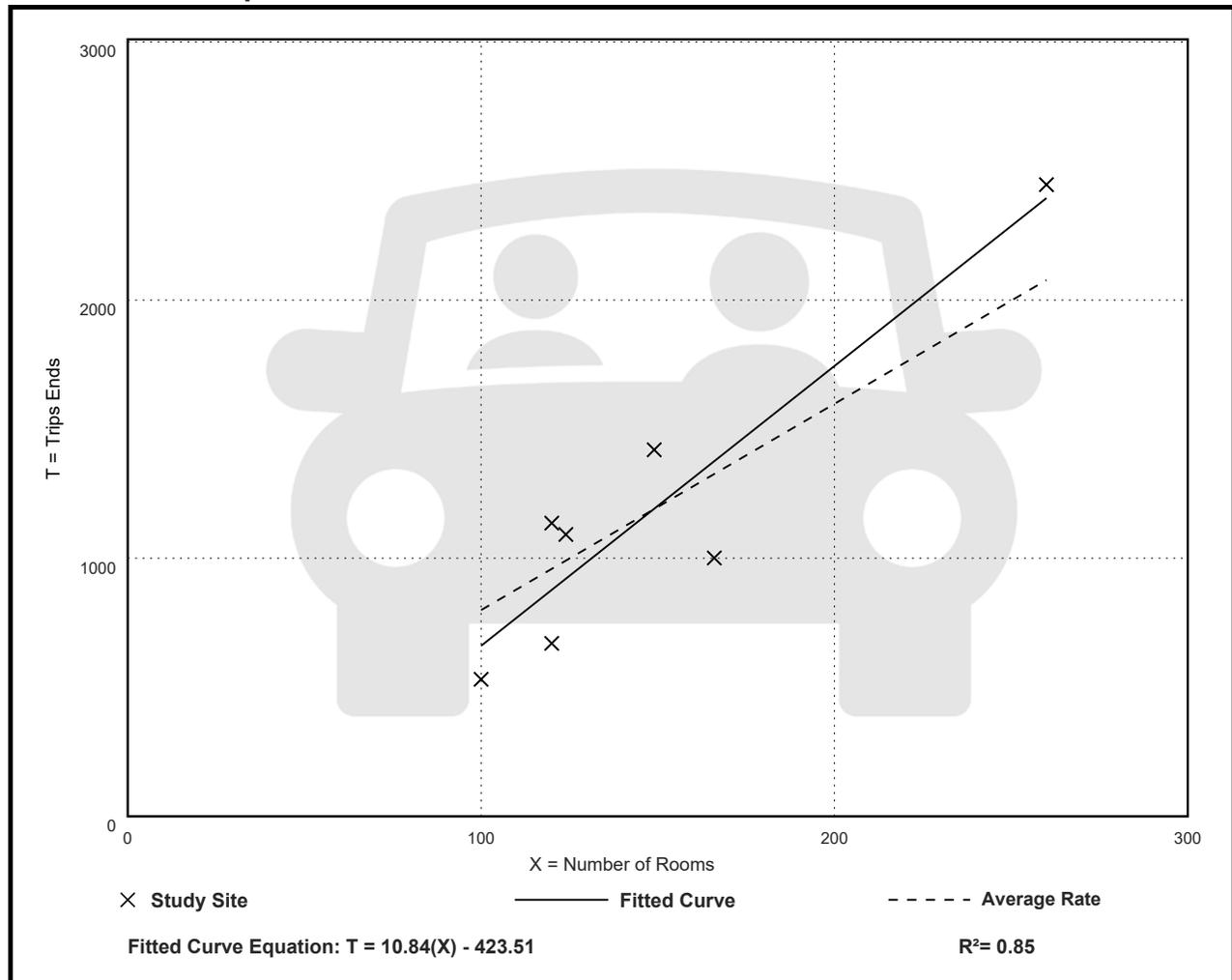
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 7.99         | 5.31 - 9.53    | 1.92               |

## Data Plot and Equation



# Hotel (310)

## Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 28

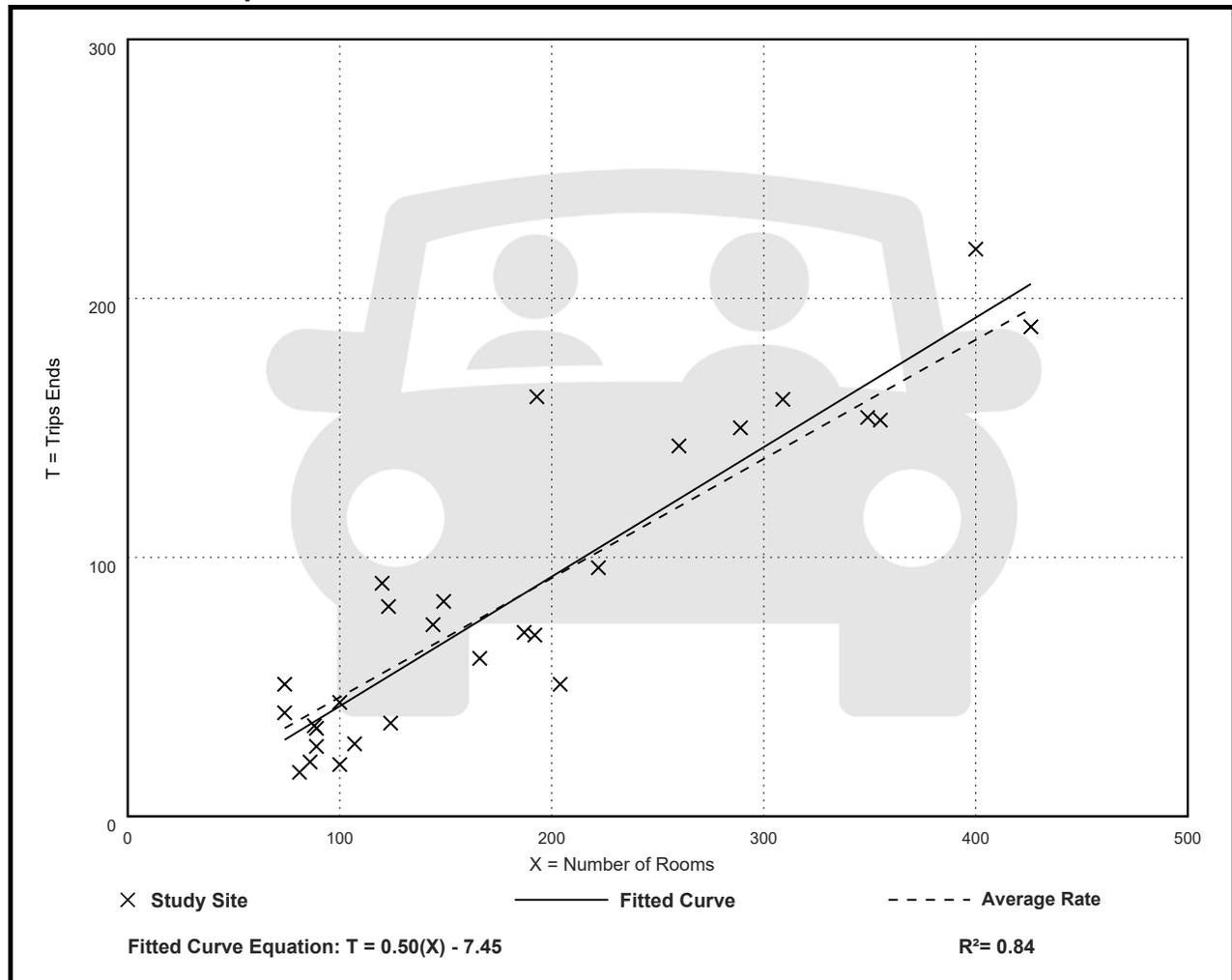
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.46         | 0.20 - 0.84    | 0.14               |

## Data Plot and Equation



# Hotel (310)

## Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

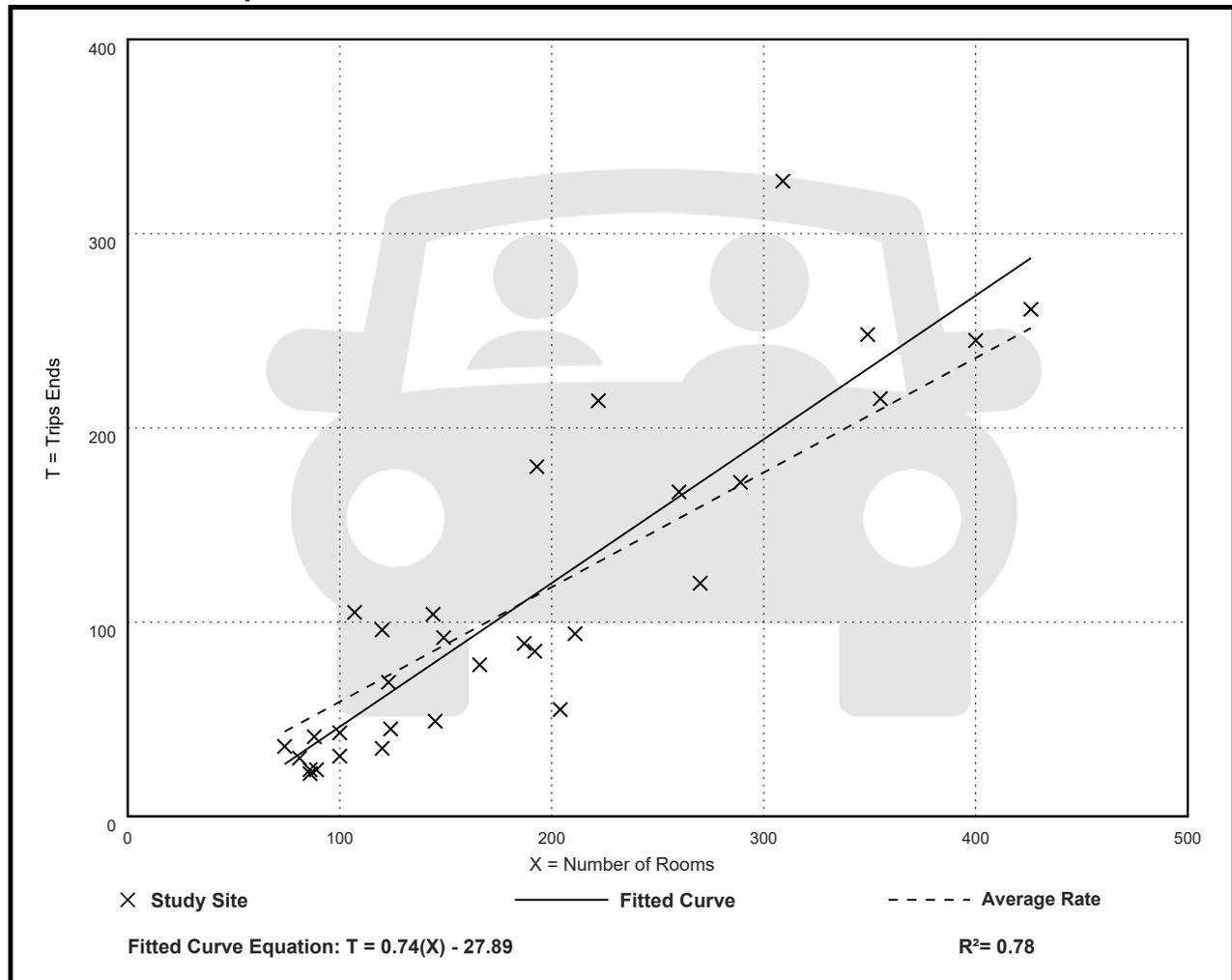
Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.59         | 0.26 - 1.06    | 0.22               |

## Data Plot and Equation



# Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
On a: Weekday

**Setting/Location: General Urban/Suburban**

Number of Studies: 31

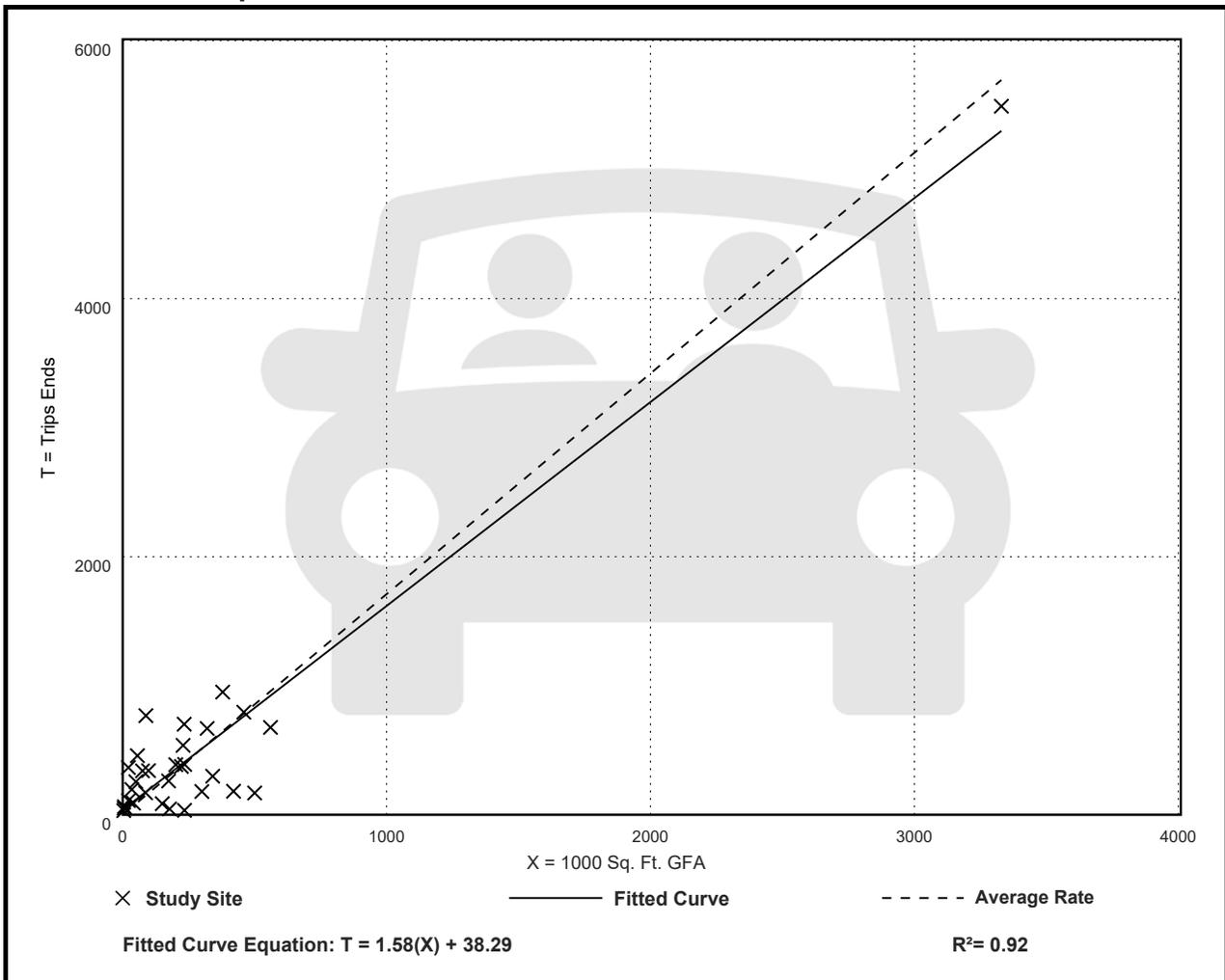
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.71         | 0.15 - 16.93   | 1.48               |

## Data Plot and Equation



# Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 36

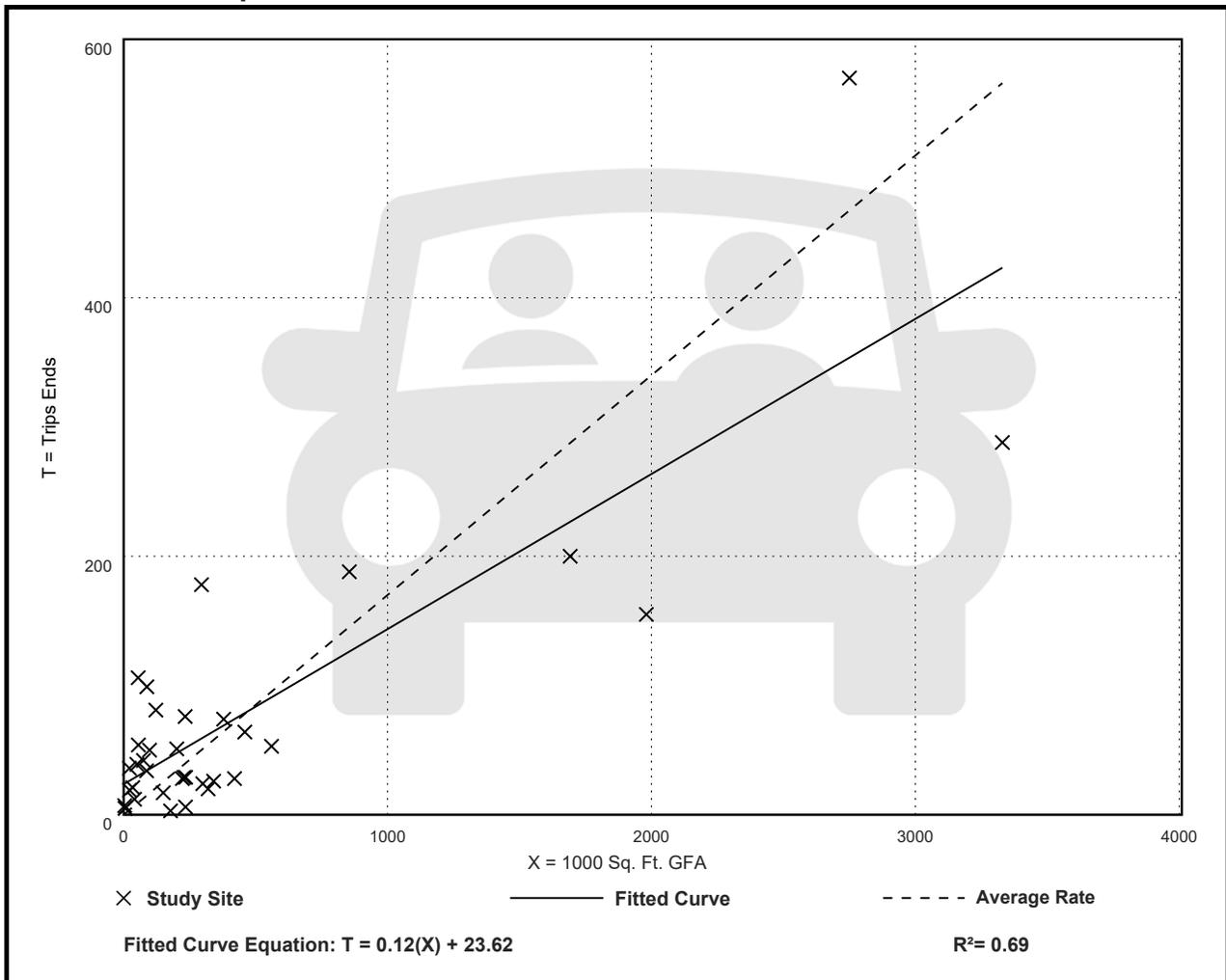
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.17         | 0.02 - 1.93    | 0.19               |

## Data Plot and Equation



# Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 49

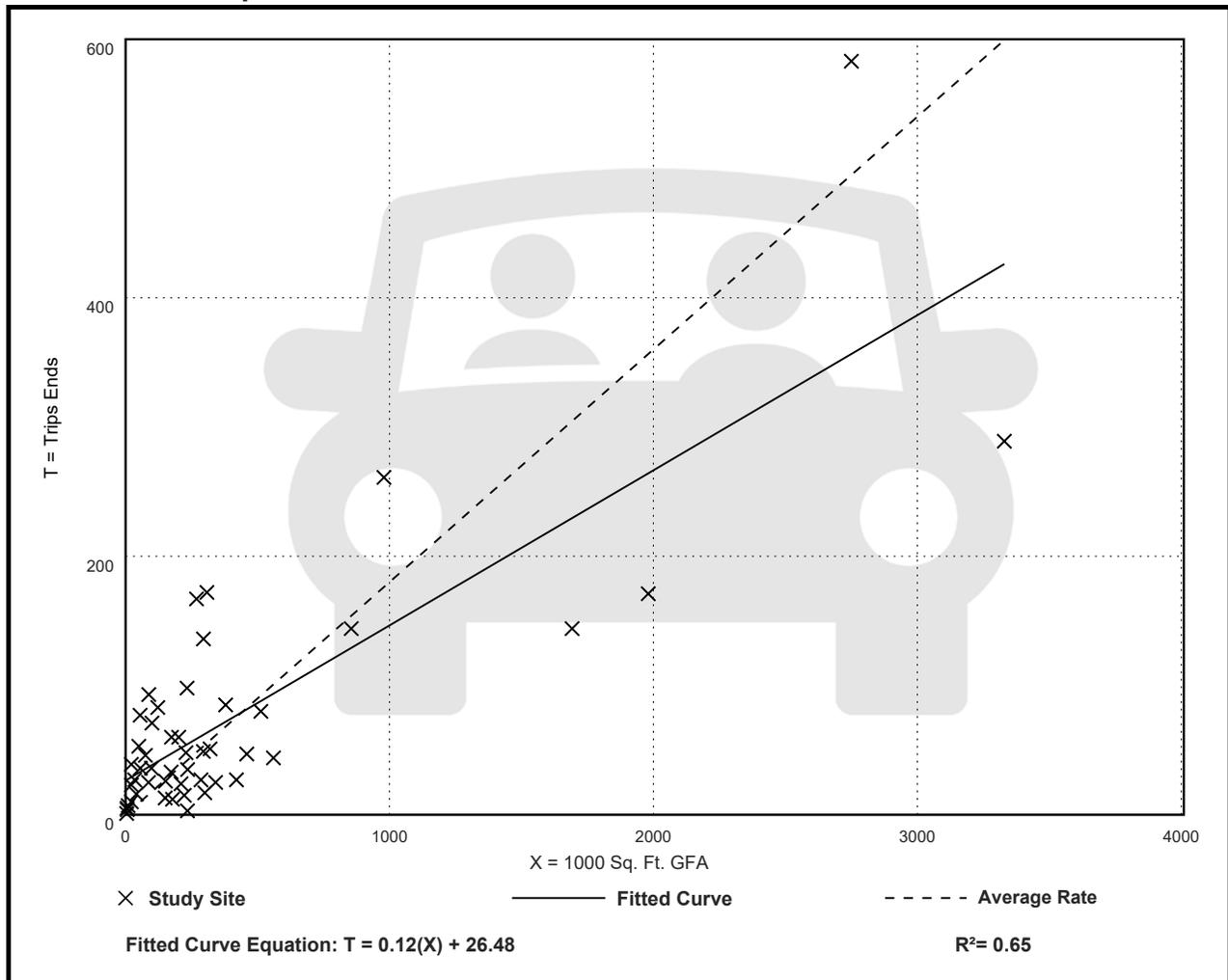
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.18         | 0.01 - 1.80    | 0.18               |

## Data Plot and Equation





**Table 6.1 Unconstrained Internal Person Trip Capture Rates  
for Trip Origins within a Mixed-Use Development**

|                              |                         | WEEKDAY      |              |
|------------------------------|-------------------------|--------------|--------------|
|                              |                         | AM Peak Hour | PM Peak Hour |
| From OFFICE                  | To Retail               | 28%          | 20%          |
|                              | To Restaurant           | 63%          | 4%           |
|                              | To Cinema/Entertainment | 0%           | 0%           |
|                              | To Residential          | 1%           | 2%           |
|                              | To Hotel                | 0%           | 0%           |
| From RETAIL                  | To Office               | 29%          | 2%           |
|                              | To Restaurant           | 13%          | 29%          |
|                              | To Cinema/Entertainment | 0%           | 4%           |
|                              | To Residential          | 14%          | 26%          |
|                              | To Hotel                | 0%           | 5%           |
| From RESTAURANT              | To Office               | 31%          | 3%           |
|                              | To Retail               | 14%          | 41%          |
|                              | To Cinema/Entertainment | 0%           | 8%           |
|                              | To Residential          | 4%           | 18%          |
|                              | To Hotel                | 3%           | 7%           |
| From<br>CINEMA/ENTERTAINMENT | To Office               | 0%           | 2%           |
|                              | To Retail               | 0%           | 21%          |
|                              | To Restaurant           | 0%           | 31%          |
|                              | To Residential          | 0%           | 8%           |
|                              | To Hotel                | 0%           | 2%           |
| From RESIDENTIAL             | To Office               | 2%           | 4%           |
|                              | To Retail               | 1%           | 42%          |
|                              | To Restaurant           | 20%          | 21%          |
|                              | To Cinema/Entertainment | 0%           | 0%           |
|                              | To Hotel                | 0%           | 3%           |
| From HOTEL                   | To Office               | 75%          | 0%           |
|                              | To Retail               | 14%          | 16%          |
|                              | To Restaurant           | 9%           | 68%          |
|                              | To Cinema/Entertainment | 0%           | 0%           |
|                              | To Residential          | 0%           | 2%           |

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates  
for Trip Destinations within a Mixed-Use Development**

|                            |                           | Weekday      |              |
|----------------------------|---------------------------|--------------|--------------|
|                            |                           | AM Peak Hour | PM Peak Hour |
| To OFFICE                  | From Retail               | 4%           | 31%          |
|                            | From Restaurant           | 14%          | 30%          |
|                            | From Cinema/Entertainment | 0%           | 6%           |
|                            | From Residential          | 3%           | 57%          |
|                            | From Hotel                | 3%           | 0%           |
| To RETAIL                  | From Office               | 32%          | 8%           |
|                            | From Restaurant           | 8%           | 50%          |
|                            | From Cinema/Entertainment | 0%           | 4%           |
|                            | From Residential          | 17%          | 10%          |
|                            | From Hotel                | 4%           | 2%           |
| To RESTAURANT              | From Office               | 23%          | 2%           |
|                            | From Retail               | 50%          | 29%          |
|                            | From Cinema/Entertainment | 0%           | 3%           |
|                            | From Residential          | 20%          | 14%          |
|                            | From Hotel                | 6%           | 5%           |
| To<br>CINEMA/ENTERTAINMENT | From Office               | 0%           | 1%           |
|                            | From Retail               | 0%           | 26%          |
|                            | From Restaurant           | 0%           | 32%          |
|                            | From Residential          | 0%           | 0%           |
|                            | From Hotel                | 0%           | 0%           |
| To RESIDENTIAL             | From Office               | 0%           | 4%           |
|                            | From Retail               | 2%           | 46%          |
|                            | From Restaurant           | 5%           | 16%          |
|                            | From Cinema/Entertainment | 0%           | 4%           |
|                            | From Hotel                | 0%           | 0%           |
| To HOTEL                   | From Office               | 0%           | 0%           |
|                            | From Retail               | 0%           | 17%          |
|                            | From Restaurant           | 4%           | 71%          |
|                            | From Cinema/Entertainment | 0%           | 1%           |
|                            | From Residential          | 0%           | 12%          |

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

**DAILY TRIP INTERNAL CAPTURE - EXISTING USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |
|-------------------|-------|------------|
| ITE Land Use Code |       | 821        |
| Size              |       | 100,776 SF |
|                   | Total | Internal   |
| Enter             | 3402  | 47         |
| Exit              | 3402  | 34         |
| Total             | 6804  | 81         |
| %                 | 100%  | 98.8%      |

Enter from External  
3355

Exit to External  
3368



Land Use B

Land Use C General Office Building

|                   |       |          |
|-------------------|-------|----------|
| ITE Land Use Code |       |          |
| Size              |       |          |
|                   | Total | Internal |
| Enter             |       |          |
| Exit              |       |          |
| Total             |       |          |
| %                 |       |          |

Enter from External  
0

Exit to External  
0

Demand 0% 0      Balanced 0      Demand 0% 0

Demand 0% 0      Balanced 0      Demand 0% 0

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 710       |
| Size              |       | 29,000 SF |
|                   | Total | Internal  |
| Enter             | 198   | 34        |
| Exit              | 197   | 47        |
| Total             | 395   | 81        |
| %                 | 100%  | 20.5%     |

Enter from External  
164

Exit to External  
150

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total                    |
|------------------------------|------------|------------|------------|--------------------------|
| Enter                        | 3355       | 0          | 164        | 3519                     |
| Exit                         | 3368       | 0          | 150        | 3518                     |
| Total                        | 6723       | 0          | 314        | 7037                     |
| Single-Use Trip Gen Estimate | 6804       | 0          | 395        | 7199                     |
|                              |            |            |            | Internal Capture<br>2.3% |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

### DAILY TRIP INTERNAL CAPTURE - PROPOSED USE INDIAN TRACE CENTER TRAFFIC ANALYSIS

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |          |
|-------------------|-------|------------|----------|
| ITE Land Use Code |       | 821        |          |
| Size              |       | 100,776 SF |          |
|                   | Total | Internal   | External |
| Enter             | 3402  | 149        | 3253     |
| Exit              | 3402  | 90         | 3312     |
| Total             | 6804  | 239        | 6565     |
| %                 | 100%  | 3.5%       | 96.5%    |

Enter from External

3253

Exit to External

3312



Land Use B Hotel

Land Use C General Office Building

|                   |       |           |          |
|-------------------|-------|-----------|----------|
| ITE Land Use Code |       | 310       |          |
| Size              |       | 174 Rooms |          |
|                   | Total | Internal  | External |
| Enter             | 695   | 56        | 639      |
| Exit              | 695   | 104       | 591      |
| Total             | 1390  | 160       | 1230     |
| %                 | 100%  | 11.5%     | 88.5%    |

Enter from External

639

Exit to External

591

Demand

0% 0

Balanced

0

Demand

0% 0

Demand

37% 257

Balanced

2

Demand

1% 2

|                   |       |           |          |
|-------------------|-------|-----------|----------|
| ITE Land Use Code |       | 710       |          |
| Size              |       | 29,000 SF |          |
|                   | Total | Internal  | External |
| Enter             | 198   | 36        | 162      |
| Exit              | 197   | 47        | 150      |
| Total             | 395   | 83        | 312      |
| %                 | 100%  | 21.0%     | 79.0%    |

Enter from External

162

Exit to External

150

#### Net External Trips for Multi-Use Development

|                              | Land Use B | Land Use C | Land Use A       | Total |
|------------------------------|------------|------------|------------------|-------|
| Enter                        | 3253       | 639        | 162              | 4054  |
| Exit                         | 3312       | 591        | 150              | 4053  |
| Total                        | 6565       | 1230       | 312              | 8107  |
| Single-Use Trip Gen Estimate | 6804       | 1390       | 395              | 8589  |
|                              |            |            | Internal Capture | 5.6%  |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**AM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |          |          |            |
|-------------------|-------|----------|----------|------------|
| ITE Land Use Code |       |          |          | 821        |
| Size              |       |          |          | 100,776 SF |
|                   | Total | Internal | External |            |
| Enter             | 108   | 2        | 106      |            |
| Exit              | 66    | 2        | 64       |            |
| Total             | 174   | 4        | 170      |            |
| %                 | 100%  | 2.3%     | 97.7%    |            |

Enter from External  
106

Exit to External  
64



Land Use B

Land Use C General Office Building

|                   |       |          |          |  |
|-------------------|-------|----------|----------|--|
| ITE Land Use Code |       |          |          |  |
| Size              |       |          |          |  |
|                   | Total | Internal | External |  |
| Enter             |       |          |          |  |
| Exit              |       |          |          |  |
| Total             |       |          |          |  |
| %                 |       |          |          |  |

Enter from External  
0

Exit to External  
0

|          |    |   |
|----------|----|---|
| Demand   | 0% | 0 |
| Balanced |    | 0 |
| Demand   | 0% | 0 |
| Demand   | 0% | 0 |
| Balanced |    | 0 |
| Demand   | 0% | 0 |

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 710       |
| Size              |       |          |          | 29,000 SF |
|                   | Total | Internal | External |           |
| Enter             | 51    | 2        | 49       |           |
| Exit              | 7     | 2        | 5        |           |
| Total             | 58    | 4        | 54       |           |
| %                 | 100%  | 6.9%     | 93.1%    |           |

Enter from External  
49

Exit to External  
5

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 106        | 0          | 49         | 155   |
| Exit                         | 64         | 0          | 5          | 69    |
| Total                        | 170        | 0          | 54         | 224   |
| Single-Use Trip Gen Estimate | 174        | 0          | 58         | 232   |
|                              |            |            |            | 3.4%  |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**AM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |          |          |            |
|-------------------|-------|----------|----------|------------|
| ITE Land Use Code |       |          |          | 821        |
| Size              |       |          |          | 100,776 SF |
|                   | Total | Internal | External |            |
| Enter             | 108   | 6        | 102      |            |
| Exit              | 66    | 2        | 64       |            |
| Total             | 174   | 8        | 166      |            |
| %                 | 100%  | 4.6%     | 95.4%    |            |

Enter from External

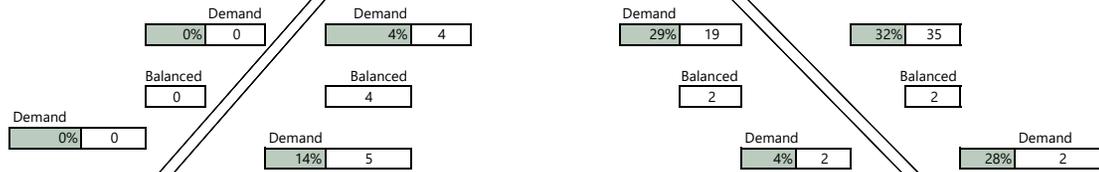
102

→

←

Exit to External

64



Land Use B Hotel

Land Use C General Office Building

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 310       |
| Size              |       |          |          | 174 Rooms |
|                   | Total | Internal | External |           |
| Enter             | 45    | 0        | 45       |           |
| Exit              | 35    | 6        | 29       |           |
| Total             | 80    | 6        | 74       |           |
| %                 | 100%  | 7.5%     | 92.5%    |           |

Enter from External

45

→

←

Exit to External

29

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 710       |
| Size              |       |          |          | 29,000 SF |
|                   | Total | Internal | External |           |
| Enter             | 51    | 4        | 47       |           |
| Exit              | 7     | 2        | 5        |           |
| Total             | 58    | 6        | 52       |           |
| %                 | 100%  | 10.3%    | 89.7%    |           |

Enter from External

47

→

←

Exit to External

5

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |                  |
|------------------------------|------------|------------|------------|-------|------------------|
| Enter                        | 102        | 45         | 47         | 194   |                  |
| Exit                         | 64         | 29         | 5          | 98    |                  |
| Total                        | 166        | 74         | 52         | 292   | Internal Capture |
| Single-Use Trip Gen Estimate | 174        | 80         | 58         | 312   | 6.4%             |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**PM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |          |          |            |
|-------------------|-------|----------|----------|------------|
| ITE Land Use Code |       |          |          | 821        |
| Size              |       |          |          | 100,776 SF |
|                   | Total | Internal | External |            |
| Enter             | 256   | 10       | 246      |            |
| Exit              | 267   | 3        | 264      |            |
| Total             | 523   | 13       | 510      |            |
| %                 | 100%  | 2.5%     | 97.5%    |            |

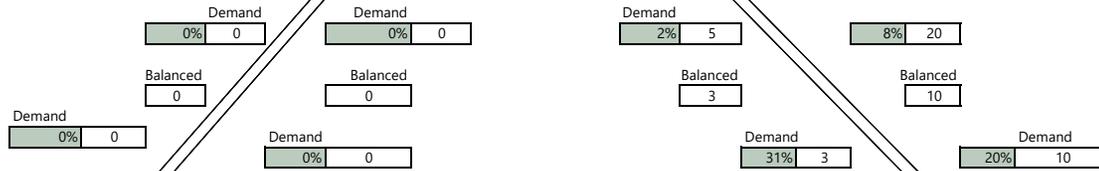
Enter from External

246



Exit to External

264



Land Use B

Land Use C General Office Building

|                   |       |          |          |  |
|-------------------|-------|----------|----------|--|
| ITE Land Use Code |       |          |          |  |
| Size              |       |          |          |  |
|                   | Total | Internal | External |  |
| Enter             |       |          |          |  |
| Exit              |       |          |          |  |
| Total             |       |          |          |  |
| %                 |       |          |          |  |

Enter from External

0



Exit to External

0



|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 710       |
| Size              |       |          |          | 29,000 SF |
|                   | Total | Internal | External |           |
| Enter             | 10    | 3        | 7        |           |
| Exit              | 49    | 10       | 39       |           |
| Total             | 59    | 13       | 46       |           |
| %                 | 100%  | 22.0%    | 78.0%    |           |

Enter from External

7



Exit to External

39



**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |          |
|------------------------------|------------|------------|------------|-------|----------|
| Enter                        | 246        | 0          | 7          | 253   |          |
| Exit                         | 264        | 0          | 39         | 303   |          |
| Total                        | 510        | 0          | 46         | 556   | Internal |
| Single-Use Trip Gen Estimate | 523        | 0          | 59         | 582   | 4.5%     |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**PM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |          |          |            |
|-------------------|-------|----------|----------|------------|
| ITE Land Use Code |       |          |          | 821        |
| Size              |       |          |          | 100,776 SF |
|                   | Total | Internal | External |            |
| Enter             | 256   | 15       | 241      |            |
| Exit              | 267   | 12       | 255      |            |
| Total             | 523   | 27       | 496      |            |
| %                 | 100%  | 5.2%     | 94.8%    |            |

Enter from External  
241

Exit to External  
255



Land Use B Hotel

Land Use C General Office Building

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 310       |
| Size              |       |          |          | 174 Rooms |
|                   | Total | Internal | External |           |
| Enter             | 52    | 9        | 43       |           |
| Exit              | 49    | 5        | 44       |           |
| Total             | 101   | 14       | 87       |           |
| %                 | 100%  | 13.9%    | 86.1%    |           |

Enter from External  
43

Exit to External  
44

|        |    |   |          |   |        |    |   |
|--------|----|---|----------|---|--------|----|---|
| Demand | 0% | 0 | Balanced | 0 | Demand | 0% | 0 |
| Demand | 0% | 0 | Balanced | 0 | Demand | 0% | 0 |

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 710       |
| Size              |       |          |          | 29,000 SF |
|                   | Total | Internal | External |           |
| Enter             | 10    | 3        | 7        |           |
| Exit              | 49    | 10       | 39       |           |
| Total             | 59    | 13       | 46       |           |
| %                 | 100%  | 22.0%    | 78.0%    |           |

Enter from External  
7

Exit to External  
39

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |                  |
|------------------------------|------------|------------|------------|-------|------------------|
| Enter                        | 241        | 43         | 7          | 291   |                  |
| Exit                         | 255        | 44         | 39         | 338   |                  |
| Total                        | 496        | 87         | 46         | 629   | Internal Capture |
| Single-Use Trip Gen Estimate | 523        | 101        | 59         | 683   | 7.9%             |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.



## Attachment F

# Trip Generation Approved Versus Proposed Development

**DAILY TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| LAND USE                                 | ITE CODE | INTENSITY  | TRIP GENERATION RATE <sup>(1)</sup> | IN  | OUT | TOTAL TRIPS  |              |              | INTERNAL TRIPS <sup>(1)</sup> |            |            |             | EXTERNAL TRIPS |              |              | PASS-BY <sup>(1)</sup> |        | NEW TRIPS    |              |              |
|--|----------|------------|-------------------------------------|-----|-----|--------------|--------------|--------------|-------------------------------|------------|------------|-------------|----------------|--------------|--------------|------------------------|--------|--------------|--------------|--------------|
|  |          |            |                                     |     |     | IN           | OUT          | TOTAL        | IN                            | OUT        | TOTAL      | %           | IN             | OUT          | TOTAL        |                        |        | IN           | OUT          | TOTAL        |
| <b>APPROVED USE</b>                      |          |            |                                     |     |     |              |              |              |                               |            |            |             |                |              |              |                        |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776 SF | T = 67.52 (X)                       | 50% | 50% | 3,402        | 3,402        | 6,804        | 58                            | 41         | 99         | 1.50%       | 3,344          | 3,361        | 6,705        | 2,682                  | 40.00% | 2,003        | 2,020        | 4,023        |
| Warehousing                              | 150      | 22,800 SF  | T = 1.58 (X)+ 38.29                 | 50% | 50% | 37           | 37           | 74           | 0                             | 0          | 0          | 0.00%       | 37             | 37           | 74           | 0                      | 0.00%  | 37           | 37           | 74           |
| General Office Building                  | 710      | 36,800 SF  | Ln(T)= 0.87 Ln(X)+ 3.05             | 50% | 50% | 243          | 243          | 486          | 41                            | 58         | 99         | 20.40%      | 202            | 185          | 387          | 0                      | 0.00%  | 202          | 185          | 387          |
| <b>SUBTOTAL</b>                          |          |            |                                     |     |     | <b>3,682</b> | <b>3,682</b> | <b>7,364</b> | <b>99</b>                     | <b>99</b>  | <b>198</b> | <b>2.7%</b> | <b>3,583</b>   | <b>3,583</b> | <b>7,166</b> | <b>2,682</b>           |        | <b>2,242</b> | <b>2,242</b> | <b>4,484</b> |
| <b>PROPOSED USE</b>                      |          |            |                                     |     |     |              |              |              |                               |            |            |             |                |              |              |                        |        |              |              |              |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776 SF | T = 67.52 (X)                       | 50% | 50% | 3,402        | 3,402        | 6,804        | 149                           | 90         | 239        | 3.5%        | 3,253          | 3,312        | 6,565        | 2,626                  | 40.00% | 1,940        | 1,999        | 3,939        |
| General Office Building                  | 710      | 29,000 SF  | Ln(T)= 0.87 Ln(X)+ 3.05             | 50% | 50% | 198          | 197          | 395          | 36                            | 47         | 83         | 21.0%       | 162            | 150          | 312          | 0                      | 0.00%  | 162          | 150          | 312          |
| Hotel                                    | 310      | 174 Rooms  | T = 7.99 (X)                        | 50% | 50% | 695          | 695          | 1,390        | 56                            | 104        | 160        | 11.5%       | 639            | 591          | 1,230        | 0                      | 0.00%  | 639          | 591          | 1,230        |
| <b>SUBTOTAL</b>                          |          |            |                                     |     |     | <b>4,295</b> | <b>4,294</b> | <b>8,589</b> | <b>241</b>                    | <b>241</b> | <b>482</b> | <b>5.6%</b> | <b>4,054</b>   | <b>4,053</b> | <b>8,107</b> | <b>2,626</b>           |        | <b>2,741</b> | <b>2,740</b> | <b>5,481</b> |
| <b>NET DIFFERENCE FROM APPROVED USES</b> |          |            |                                     |     |     | <b>613</b>   | <b>612</b>   | <b>1,225</b> | <b>142</b>                    | <b>142</b> | <b>284</b> |             | <b>471</b>     | <b>470</b>   | <b>941</b>   | <b>-56</b>             |        | <b>499</b>   | <b>498</b>   | <b>997</b>   |

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition



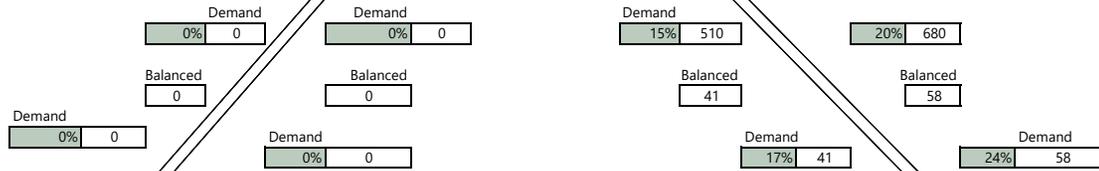
**DAILY TRIP INTERNAL CAPTURE - APPROVED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |  |            |          |
|-------------------|--|------------|----------|
| ITE Land Use Code |  | 821        |          |
| Size              |  | 100,776 SF |          |
|                   |  | Total      | Internal |
| Enter             |  | 3402       | 58       |
| Exit              |  | 3402       | 41       |
| Total             |  | 6804       | 99       |
| %                 |  | 100%       | 1.5%     |

Enter from External  
3344

Exit to External  
3361



Land Use B Warehousing

Land Use C General Office Building

|                   |  |           |          |
|-------------------|--|-----------|----------|
| ITE Land Use Code |  | 150       |          |
| Size              |  | 22,800 SF |          |
|                   |  | Total     | Internal |
| Enter             |  | 37        | 0        |
| Exit              |  | 37        | 0        |
| Total             |  | 74        | 0        |
| %                 |  | 100%      | 0.0%     |

Enter from External  
37

Exit to External  
37

Demand 0% 0      Balanced 0      Demand 0% 0

Demand 0% 0      Balanced 0      Demand 0% 0

|                   |  |           |          |
|-------------------|--|-----------|----------|
| ITE Land Use Code |  | 710       |          |
| Size              |  | 36,800 SF |          |
|                   |  | Total     | Internal |
| Enter             |  | 243       | 41       |
| Exit              |  | 243       | 58       |
| Total             |  | 486       | 99       |
| %                 |  | 100%      | 20.4%    |

Enter from External  
202

Exit to External  
185

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 3344       | 37         | 202        | 3583  |
| Exit                         | 3361       | 37         | 185        | 3583  |
| Total                        | 6705       | 74         | 387        | 7166  |
| Single-Use Trip Gen Estimate | 6804       | 74         | 486        | 7364  |

Internal Capture  
2.7%

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**DAILY TRIP INTERNAL CAPTURE - PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |
|-------------------|-------|------------|
| ITE Land Use Code |       | 821        |
| Size              |       | 100,776 SF |
|                   | Total | Internal   |
| Enter             | 3402  | 149        |
| Exit              | 3402  | 90         |
| Total             | 6804  | 239        |
| %                 | 100%  | 3.5%       |
|                   |       | 96.5%      |

Enter from External

3253

Exit to External

3312



Land Use B Hotel

Land Use C General Office Building

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 310       |
| Size              |       | 174 Rooms |
|                   | Total | Internal  |
| Enter             | 695   | 56        |
| Exit              | 695   | 104       |
| Total             | 1390  | 160       |
| %                 | 100%  | 11.5%     |
|                   |       | 88.5%     |

Enter from External

639

Exit to External

591

Demand 0% 0

Balanced 0

Demand 0% 0

Demand 37% 257

Balanced 2

Demand 1% 2

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 710       |
| Size              |       | 29,000 SF |
|                   | Total | Internal  |
| Enter             | 198   | 36        |
| Exit              | 197   | 47        |
| Total             | 395   | 83        |
| %                 | 100%  | 21.0%     |
|                   |       | 79.0%     |

Enter from External

162

Exit to External

150

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 3253       | 639        | 162        | 4054  |
| Exit                         | 3312       | 591        | 150        | 4053  |
| Total                        | 6565       | 1230       | 312        | 8107  |
| Single-Use Trip Gen Estimate | 6804       | 1390       | 395        | 8589  |
|                              |            |            | 5.6%       |       |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**AM PEAK HOUR TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| LAND USE                                 | ITE CODE | INTENSITY | TRIP GENERATION RATE <sup>(1)</sup> | IN                      | OUT | TOTAL TRIPS |            |            | INTERNAL TRIPS <sup>(1)</sup> |           |           |           | EXTERNAL TRIPS |            |           | PASS-BY <sup>(1)</sup> |           | NEW TRIPS |            |           |            |
|--|----------|-----------|-------------------------------------|-------------------------|-----|-------------|------------|------------|-------------------------------|-----------|-----------|-----------|----------------|------------|-----------|------------------------|-----------|-----------|------------|-----------|------------|
|  |          |           |                                     |                         |     | IN          | OUT        | TOTAL      | IN                            | OUT       | TOTAL     | %         | IN             | OUT        | TOTAL     |                        |           | IN        | OUT        | TOTAL     |            |
| <b>APPROVED USE</b>                      |          |           |                                     |                         |     |             |            |            |                               |           |           |           |                |            |           |                        |           |           |            |           |            |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 1.73 (X)            | 62% | 38%         | 108        | 66         | 174                           | 3         | 2         | 5         | 2.90%          | 105        | 64        | 169                    | 68        | 40.00%    | 63         | 38        | 101        |
| Warehousing                              | 150      | 22,800    | SF                                  | T = 0.12 (X)+ 23.62     | 77% | 23%         | 20         | 6          | 26                            | 0         | 0         | 0         | 0.00%          | 20         | 6         | 26                     | 0         | 0.00%     | 20         | 6         | 26         |
| General Office Building                  | 710      | 36,800    | SF                                  | Ln(T)= 0.86 Ln(X)+ 1.16 | 88% | 12%         | 62         | 9          | 71                            | 2         | 3         | 5         | 7.00%          | 60         | 6         | 66                     | 0         | 0.00%     | 60         | 6         | 66         |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>190</b> | <b>81</b>  | <b>271</b>                    | <b>5</b>  | <b>5</b>  | <b>10</b> | <b>3.7%</b>    | <b>185</b> | <b>76</b> | <b>261</b>             | <b>68</b> |           | <b>143</b> | <b>50</b> | <b>193</b> |
| <b>PROPOSED USE</b>                      |          |           |                                     |                         |     |             |            |            |                               |           |           |           |                |            |           |                        |           |           |            |           |            |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 1.73 (X)            | 62% | 38%         | 108        | 66         | 174                           | 6         | 2         | 8         | 4.6%           | 102        | 64        | 166                    | 66        | 40.00%    | 61         | 39        | 100        |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.86 Ln(X)+ 1.16 | 88% | 12%         | 51         | 7          | 58                            | 4         | 2         | 6         | 10.3%          | 47         | 5         | 52                     | 0         | 0.00%     | 47         | 5         | 52         |
| Hotel                                    | 310      | 174       | Rooms                               | T = 0.50 (X)- 7.45      | 56% | 44%         | 45         | 35         | 80                            | 0         | 6         | 6         | 7.5%           | 45         | 29        | 74                     | 0         | 0.00%     | 45         | 29        | 74         |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>204</b> | <b>108</b> | <b>312</b>                    | <b>10</b> | <b>10</b> | <b>20</b> | <b>6.4%</b>    | <b>194</b> | <b>98</b> | <b>292</b>             | <b>66</b> |           | <b>153</b> | <b>73</b> | <b>226</b> |
| <b>NET DIFFERENCE FROM APPROVED USES</b> |          |           |                                     |                         |     |             | <b>14</b>  | <b>27</b>  | <b>41</b>                     | <b>5</b>  | <b>5</b>  | <b>10</b> |                | <b>9</b>   | <b>22</b> | <b>31</b>              | <b>-2</b> |           | <b>10</b>  | <b>23</b> | <b>33</b>  |

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition



**AM PEAK HOUR TRIP INTERNAL CAPTURE - APPROVED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |
|-------------------|-------|------------|
| ITE Land Use Code |       | 821        |
| Size              |       | 100,776 SF |
|                   | Total | Internal   |
| Enter             | 108   | 3          |
| Exit              | 66    | 2          |
| Total             | 174   | 5          |
| %                 | 100%  | 2.9%       |

Enter from External  
105

Exit to External  
64



Land Use B Warehousing

Land Use C General Office Building

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 150       |
| Size              |       | 22,800 SF |
|                   | Total | Internal  |
| Enter             | 20    | 0         |
| Exit              | 6     | 0         |
| Total             | 26    | 0         |
| %                 | 100%  | 0.0%      |

Enter from External  
20

Exit to External  
6

|          |    |   |
|----------|----|---|
| Demand   | 0% | 0 |
| Balanced | 0  |   |
| Demand   | 0% | 0 |
| Balanced | 0  |   |
| Demand   | 0% | 0 |
| Balanced | 0  |   |

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 710       |
| Size              |       | 36,800 SF |
|                   | Total | Internal  |
| Enter             | 62    | 2         |
| Exit              | 9     | 3         |
| Total             | 71    | 5         |
| %                 | 100%  | 7.0%      |

Enter from External  
60

Exit to External  
6

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 105        | 20         | 60         | 185   |
| Exit                         | 64         | 6          | 6          | 76    |
| Total                        | 169        | 26         | 66         | 261   |
| Single-Use Trip Gen Estimate | 174        | 26         | 71         | 271   |
|                              |            |            |            | 3.7%  |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**AM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |          |          |            |
|-------------------|-------|----------|----------|------------|
| ITE Land Use Code |       |          |          | 821        |
| Size              |       |          |          | 100,776 SF |
|                   | Total | Internal | External |            |
| Enter             | 108   | 6        | 102      |            |
| Exit              | 66    | 2        | 64       |            |
| Total             | 174   | 8        | 166      |            |
| %                 | 100%  | 4.6%     | 95.4%    |            |

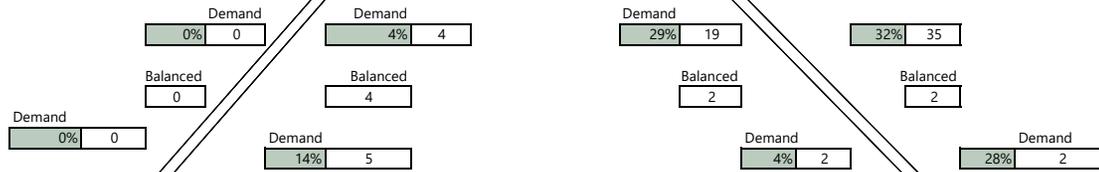
Enter from External

102



Exit to External

64



Land Use B Hotel

Land Use C General Office Building

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 310       |
| Size              |       |          |          | 174 Rooms |
|                   | Total | Internal | External |           |
| Enter             | 45    | 0        | 45       |           |
| Exit              | 35    | 6        | 29       |           |
| Total             | 80    | 6        | 74       |           |
| %                 | 100%  | 7.5%     | 92.5%    |           |

Enter from External

45



Exit to External

29

|                   |       |          |          |           |
|-------------------|-------|----------|----------|-----------|
| ITE Land Use Code |       |          |          | 710       |
| Size              |       |          |          | 29,000 SF |
|                   | Total | Internal | External |           |
| Enter             | 51    | 4        | 47       |           |
| Exit              | 7     | 2        | 5        |           |
| Total             | 58    | 6        | 52       |           |
| %                 | 100%  | 10.3%    | 89.7%    |           |

Enter from External

47



Exit to External

5

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 102        | 45         | 47         | 194   |
| Exit                         | 64         | 29         | 5          | 98    |
| Total                        | 166        | 74         | 52         | 292   |
| Single-Use Trip Gen Estimate | 174        | 80         | 58         | 312   |
|                              |            |            |            | 6.4%  |

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**PM PEAK HOUR TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

| LAND USE                                 | ITE CODE | INTENSITY | TRIP GENERATION RATE <sup>(1)</sup> | IN                      | OUT | TOTAL TRIPS |            |            | INTERNAL TRIPS <sup>(1)</sup> |           |           |           | EXTERNAL TRIPS |            |            | PASS-BY <sup>(1)</sup> |            | NEW TRIPS |            |            |            |
|--|----------|-----------|-------------------------------------|-------------------------|-----|-------------|------------|------------|-------------------------------|-----------|-----------|-----------|----------------|------------|------------|------------------------|------------|-----------|------------|------------|------------|
|  |          |           |                                     |                         |     | IN          | OUT        | TOTAL      | IN                            | OUT       | TOTAL     | %         | IN             | OUT        | TOTAL      | IN                     | OUT        | TOTAL     |            |            |            |
| <b>APPROVED USE</b>                      |          |           |                                     |                         |     |             |            |            |                               |           |           |           |                |            |            |                        |            |           |            |            |            |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 5.19 (X)            | 49% | 51%         | 256        | 267        | 523                           | 12        | 4         | 16        | 3.10%          | 244        | 263        | 507                    | 203        | 40.00%    | 145        | 159        | 304        |
| Warehousing                              | 150      | 22,800    | SF                                  | T = 0.12 (X)+ 26.48     | 28% | 72%         | 8          | 21         | 29                            | 0         | 0         | 0         | 0.00%          | 8          | 21         | 29                     | 0          | 0.00%     | 8          | 21         | 29         |
| General Office Building                  | 710      | 36,800    | SF                                  | Ln(T)= 0.83 Ln(X)+ 1.29 | 17% | 83%         | 12         | 60         | 72                            | 4         | 12        | 16        | 22.20%         | 8          | 48         | 56                     | 0          | 0.00%     | 8          | 48         | 56         |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>276</b> | <b>348</b> | <b>624</b>                    | <b>16</b> | <b>16</b> | <b>32</b> | <b>5.1%</b>    | <b>260</b> | <b>332</b> | <b>592</b>             | <b>203</b> |           | <b>161</b> | <b>228</b> | <b>389</b> |
| <b>PROPOSED USE</b>                      |          |           |                                     |                         |     |             |            |            |                               |           |           |           |                |            |            |                        |            |           |            |            |            |
| Shopping Plaza (40-150K) No Supermarket  | 821      | 100,776   | SF                                  | T = 5.19 (X)            | 49% | 51%         | 256        | 267        | 523                           | 15        | 12        | 27        | 5.2%           | 241        | 255        | 496                    | 198        | 40.00%    | 144        | 154        | 298        |
| General Office Building                  | 710      | 29,000    | SF                                  | Ln(T)= 0.83 Ln(X)+ 1.29 | 17% | 83%         | 10         | 49         | 59                            | 3         | 10        | 13        | 22.0%          | 7          | 39         | 46                     | 0          | 0.00%     | 7          | 39         | 46         |
| Hotel                                    | 310      | 174       | Rooms                               | T = 0.74 (X) - 27.89    | 51% | 49%         | 52         | 49         | 101                           | 9         | 5         | 14        | 13.9%          | 43         | 44         | 87                     | 0          | 0.00%     | 43         | 44         | 87         |
| <b>SUBTOTAL</b>                          |          |           |                                     |                         |     |             | <b>318</b> | <b>365</b> | <b>683</b>                    | <b>27</b> | <b>27</b> | <b>54</b> | <b>7.9%</b>    | <b>291</b> | <b>338</b> | <b>629</b>             | <b>198</b> |           | <b>194</b> | <b>237</b> | <b>431</b> |
| <b>NET DIFFERENCE FROM APPROVED USES</b> |          |           |                                     |                         |     |             | <b>42</b>  | <b>17</b>  | <b>59</b>                     | <b>11</b> | <b>11</b> | <b>22</b> |                | <b>31</b>  | <b>6</b>   | <b>37</b>              | <b>-5</b>  |           | <b>33</b>  | <b>9</b>   | <b>42</b>  |

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition



**PM PEAK HOUR TRIP INTERNAL CAPTURE - APPROVED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |
|-------------------|-------|------------|
| ITE Land Use Code |       | 821        |
| Size              |       | 100,776 SF |
|                   | Total | Internal   |
| Enter             | 256   | 12         |
| Exit              | 267   | 4          |
| Total             | 523   | 16         |
| %                 | 100%  | 3.1%       |

Enter from External  
244

Exit to External  
263



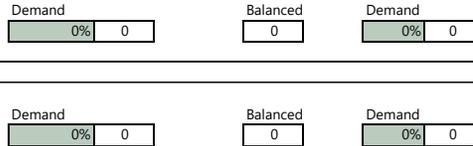
Land Use B Warehousing

Land Use C General Office Building

|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 150       |
| Size              |       | 22,800 SF |
|                   | Total | Internal  |
| Enter             | 8     | 0         |
| Exit              | 21    | 0         |
| Total             | 29    | 0         |
| %                 | 100%  | 0.0%      |

Enter from External  
8

Exit to External  
21



|                   |       |           |
|-------------------|-------|-----------|
| ITE Land Use Code |       | 710       |
| Size              |       | 36,800 SF |
|                   | Total | Internal  |
| Enter             | 12    | 4         |
| Exit              | 60    | 12        |
| Total             | 72    | 16        |
| %                 | 100%  | 22.2%     |

Enter from External  
8

Exit to External  
48

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 244        | 8          | 8          | 260   |
| Exit                         | 263        | 21         | 48         | 332   |
| Total                        | 507        | 29         | 56         | 592   |
| Single-Use Trip Gen Estimate | 523        | 29         | 72         | 624   |

Internal  
Capture

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.

**PM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE  
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

Land Use A Shopping Plaza (40-150K) No Supermarket

|                   |       |            |          |
|-------------------|-------|------------|----------|
| ITE Land Use Code |       | 821        |          |
| Size              |       | 100,776 SF |          |
|                   | Total | Internal   | External |
| Enter             | 256   | 15         | 241      |
| Exit              | 267   | 12         | 255      |
| Total             | 523   | 27         | 496      |
| %                 | 100%  | 5.2%       | 94.8%    |

Enter from External  
241

Exit to External  
255



Land Use B Hotel

Land Use C General Office Building

|                   |       |           |          |
|-------------------|-------|-----------|----------|
| ITE Land Use Code |       | 310       |          |
| Size              |       | 174 Rooms |          |
|                   | Total | Internal  | External |
| Enter             | 52    | 9         | 43       |
| Exit              | 49    | 5         | 44       |
| Total             | 101   | 14        | 87       |
| %                 | 100%  | 13.9%     | 86.1%    |

Enter from External  
43

Exit to External  
44

|          |    |   |
|----------|----|---|
| Demand   | 0% | 0 |
| Balanced | 0  | 0 |
| Demand   | 0% | 0 |
| Balanced | 0  | 0 |
| Demand   | 0% | 0 |
| Balanced | 0  | 0 |

|                   |       |           |          |
|-------------------|-------|-----------|----------|
| ITE Land Use Code |       | 710       |          |
| Size              |       | 29,000 SF |          |
|                   | Total | Internal  | External |
| Enter             | 10    | 3         | 7        |
| Exit              | 49    | 10        | 39       |
| Total             | 59    | 13        | 46       |
| %                 | 100%  | 22.0%     | 78.0%    |

Enter from External  
7

Exit to External  
39

**Net External Trips for Multi-Use Development**

|                              | Land Use B | Land Use C | Land Use A | Total |
|------------------------------|------------|------------|------------|-------|
| Enter                        | 241        | 43         | 7          | 291   |
| Exit                         | 255        | 44         | 39         | 338   |
| Total                        | 496        | 87         | 46         | 629   |
| Single-Use Trip Gen Estimate | 523        | 101        | 59         | 683   |

Internal Capture

Source: Bowman based on Templates from the ITE Trip Generation Manual, 11th Edition.



## Attachment G

# Intersection Capacity Analysis

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Existing (2025)  
 Timing Plan: AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group                        | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)              | 1   | 2   | 1   | 53  | 13  | 28  | 3   | 110   | 117   | 33  | 73  | 10  |
| Future Volume (vph)               | 1   | 2   | 1   | 53  | 13  | 28  | 3   | 110   | 117   | 33  | 73  | 10  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)                   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)                         |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)               | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes                     | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)                 | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)                 | 0   | 1794  | 0   | 1770  | 1671  | 0   | 1770  | 1719  | 0   | 1770  | 1827  | 0   |
| Flt Permitted                     |   | 0.990   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)                 | 0   | 1794  | 0   | 1770  | 1671  | 0   | 1770  | 1719  | 0   | 1770  | 1827  | 0   |
| Link Speed (mph)                  |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)                |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)                   |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Confl. Bikes (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Peak Hour Factor                  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  |
| Growth Factor                     | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)                    |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%)           |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)             | 0   | 5   | 0   | 66  | 51  | 0   | 4   | 284   | 0   | 41  | 104   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| Area Type:                        | Other   |   |   |   |   |   |   |   |   |   |   |   |
| Control Type:                     | Unsignalized  |   |   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization | 35.6%   |   |   | ICU Level of Service A  |   |   |   |   |   |   |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |   |   |   |   |   |   |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Existing (2025)  
 Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 1    | 2    | 1    | 53   | 13   | 28   | 3    | 110  | 117  | 33   | 73   | 10   |
| Future Vol, veh/h        | 1    | 2    | 1    | 53   | 13   | 28   | 3    | 110  | 117  | 33   | 73   | 10   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 3    | 1    | 66   | 16   | 35   | 4    | 138  | 146  | 41   | 91   | 13   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 333    | 471   | 98     | 393   | 404    | 211   | 104    | 0 | 0 | 284   | 0 | 0 |
| Stage 1              | 180    | 180   | -      | 218   | 218    | -     | -      | - | - | -     | - | - |
| Stage 2              | 153    | 291   | -      | 175   | 186    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 620    | 491   | 959    | 566   | 535    | 830   | 1488   | - | - | 1279  | - | - |
| Stage 1              | 822    | 750   | -      | 784   | 722    | -     | -      | - | - | -     | - | - |
| Stage 2              | 849    | 671   | -      | 827   | 746    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 556    | 474   | 959    | 543   | 517    | 830   | 1488   | - | - | 1279  | - | - |
| Mov Cap-2 Maneuver   | 556    | 474   | -      | 543   | 517    | -     | -      | - | - | -     | - | - |
| Stage 1              | 795    | 726   | -      | 782   | 721    | -     | -      | - | - | -     | - | - |
| Stage 2              | 793    | 670   | -      | 796   | 722    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB  |  | SB   |  |
|-------------------|-------|--|-------|--|-----|--|------|--|
| HCM Ctrl Dly, s/v | 11.41 |  | 11.69 |  | 0.1 |  | 2.25 |  |
| HCM LOS           | B     |  | B     |  |     |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1488  | -   | -   | 566   | 543   | 696   | 1279  | -   | -   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   | 0.009 | 0.122 | 0.074 | 0.032 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 11.4  | 12.5  | 10.6  | 7.9   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0.4   | 0.2   | 0.1   | -   | -   |

Indian Trace Center Traffic Analysis  
 2: Indian Trace & SW 160 Avenue

Existing (2025)  
 Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |  |   |  |  |  |   |   |   |  |   |
| Traffic Volume (vph)    | 60  | 605   | 5   | 0   | 658   | 126   | 0  | 0   | 0   | 71  | 0   | 42  |
| Future Volume (vph)     | 60  | 605   | 5   | 0   | 658   | 126   | 0  | 0   | 0   | 71  | 0   | 42  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 0   |   | 165   | 0   |   | 160   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 0   |   | 1   | 0   |   | 1   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 0   | 1855  | 1583  | 0   | 1863  | 1583  | 0  | 0   | 0   | 0   | 1717  | 0   |
| Flt Permitted           |   | 0.996   |   |   |   |   |  |   |   |   | 0.970   |   |
| Satd. Flow (perm)       | 0   | 1855  | 1583  | 0   | 1863  | 1583  | 0  | 0   | 0   | 0   | 1717  | 0   |
| Link Speed (mph)        |   | 40  |   |   | 40  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |   |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   | 1   | 1   |   | 1   |  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |  |   |   |   |   |   |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91   | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 731   | 5   | 0   | 723   | 138   | 0  | 0   | 0   | 0   | 124   | 0   |
| Sign Control            |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |

Intersection Summary

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 86.3%        |
| ICU Level of Service              | E            |
| Analysis Period (min)             | 15           |

Indian Trace Center Traffic Analysis  
2: Indian Trace & SW 160 Avenue

Existing (2025)  
Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    | ↔    |      |      |      |      | ↔    |      |
| Traffic Vol, veh/h       | 60   | 605  | 5    | 0    | 658  | 126  | 0    | 0    | 0    | 71   | 0    | 42   |
| Future Vol, veh/h        | 60   | 605  | 5    | 0    | 658  | 126  | 0    | 0    | 0    | 71   | 0    | 42   |
| Conflicting Peds, #/hr   | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | 165  | -    | -    | 160  | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 66   | 665  | 5    | 0    | 723  | 138  | 0    | 0    | 0    | 78   | 0    | 46   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor2 |       |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|-------|
| Conflicting Flow All | 863    | 0 | 0 | -      | - | 0 |        | 1521  | 1527  | 724   |
| Stage 1              | -      | - | - | -      | - | - |        | 724   | 724   | -     |
| Stage 2              | -      | - | - | -      | - | - |        | 797   | 803   | -     |
| Critical Hdwy        | 4.12   | - | - | -      | - | - |        | 6.42  | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |        | 5.42  | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - |        | 5.42  | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | -      | - | - |        | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 780    | - | - | 0      | - | - |        | 131   | 117   | 426   |
| Stage 1              | -      | - | - | 0      | - | - |        | 480   | 430   | -     |
| Stage 2              | -      | - | - | 0      | - | - |        | 444   | 396   | -     |
| Platoon blocked, %   |        | - | - | -      | - | - |        |       |       |       |
| Mov Cap-1 Maneuver   | 779    | - | - | -      | - | - |        | 113   | 0     | 425   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - |        | 113   | 0     | -     |
| Stage 1              | -      | - | - | -      | - | - |        | 415   | 0     | -     |
| Stage 2              | -      | - | - | -      | - | - |        | 443   | 0     | -     |

| Approach          | EB  | WB | SB    |
|-------------------|-----|----|-------|
| HCM Ctrl Dly, s/v | 0.9 | 0  | 85.31 |
| HCM LOS           |     |    | F     |

| Minor Lane/Major Mvmt | EBL   | EBT | EBR | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 162   | -   | -   | -   | -   | 155   |
| HCM Lane V/C Ratio    | 0.085 | -   | -   | -   | -   | 0.801 |
| HCM Ctrl Dly (s/v)    | 10    | 0   | -   | -   | -   | 85.3  |
| HCM Lane LOS          | B     | A   | -   | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | -   | -   | 5.2   |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Existing (2025)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)    | 6   | 14  | 2   | 96  | 29  | 42  | 5   | 130   | 154   | 33  | 64  | 11  |
| Future Volume (vph)     | 6   | 14  | 2   | 96  | 29  | 42  | 5   | 130   | 154   | 33  | 64  | 11  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes           | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 0   | 1816  | 0   | 1770  | 1699  | 0   | 1770  | 1712  | 0   | 1770  | 1824  | 0   |
| Flt Permitted           |   | 0.986   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 0   | 1816  | 0   | 1770  | 1699  | 0   | 1770  | 1712  | 0   | 1770  | 1824  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   |   | 1   |   | 2   | 2   |   |   |
| Confl. Bikes (#/hr)     |   |   | 2   |   |   | 1   |   |   | 2   |   |   |   |
| Peak Hour Factor        | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 25  | 0   | 108   | 80  | 0   | 6   | 319   | 0   | 37  | 84  | 0   |
| Sign Control            |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |

Intersection Summary

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 41.8%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Existing (2025)  
 Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 6    | 14   | 2    | 96   | 29   | 42   | 5    | 130  | 154  | 33   | 64   | 11   |
| Future Vol, veh/h        | 6    | 14   | 2    | 96   | 29   | 42   | 5    | 130  | 154  | 33   | 64   | 11   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 2    | 2    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 7    | 16   | 2    | 108  | 33   | 47   | 6    | 146  | 173  | 37   | 72   | 12   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       |       | Major2 |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 327    | 485   | 78     | 400   | 404    | 236   | 84    | 0      | 0 | 321   | 0 | 0 |
| Stage 1              | 152    | 152   | -      | 246   | 246    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 175    | 332   | -      | 154   | 158    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12  | -      | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -     | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -     | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218 | -      | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 626    | 482   | 983    | 561   | 535    | 803   | 1512  | -      | - | 1239  | - | - |
| Stage 1              | 850    | 771   | -      | 758   | 703    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 827    | 644   | -      | 848   | 767    | -     | -     | -      | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |       | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 534    | 465   | 983    | 522   | 516    | 801   | 1512  | -      | - | 1236  | - | - |
| Mov Cap-2 Maneuver   | 534    | 465   | -      | 522   | 516    | -     | -     | -      | - | -     | - | - |
| Stage 1              | 825    | 748   | -      | 754   | 699    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 739    | 641   | -      | 804   | 744    | -     | -     | -      | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 12.46 |  | 12.66 |  | 0.13 |  | 2.44 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL  | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h)      | 1512  | -   | -   | 507   | 522   | 654   | 1236 | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.049 | 0.207 | 0.122 | 0.03 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 12.5  | 13.7  | 11.3  | 8    | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | B     | A    | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.2   | 0.8   | 0.4   | 0.1  | -   | -   |

Indian Trace Center Traffic Analysis  
 2: SW 160 Avenue & Indian Trace

Existing (2025)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |  |   |  |  |  |   |   |   |  |  |
| Traffic Volume (vph)    | 140   | 667   | 3   | 0   | 534   | 141   | 0  | 0   | 0   | 68  | 0   | 91  |
| Future Volume (vph)     | 140   | 667   | 3   | 0   | 534   | 141   | 0  | 0   | 0   | 68  | 0   | 91  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 0   |   | 165   | 0   |   | 160   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 0   |   | 1   | 0   |   | 1   | 0  |   | 0   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Satd. Flow (prot)       | 0   | 1846  | 1583  | 0   | 1863  | 1583  | 0  | 0   | 0   | 0   | 1683  | 0   |
| Flt Permitted           |   | 0.991   |   |   |   |   |  |   |   |   | 0.979   |   |
| Satd. Flow (perm)       | 0   | 1846  | 1583  | 0   | 1863  | 1583  | 0  | 0   | 0   | 0   | 1683  | 0   |
| Link Speed (mph)        |   | 40  |   |   | 40  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |   |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   |   | 1  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   | 3  |   |   |   |   |   |
| Peak Hour Factor        | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 868   | 3   | 0   | 574   | 152   | 0  | 0   | 0   | 0   | 171   | 0   |
| Sign Control            |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |

Intersection Summary

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 90.3%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service E |

Indian Trace Center Traffic Analysis  
2: SW 160 Avenue & Indian Trace

Existing (2025)  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 14.9 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    | ↔    |      |      |      |      | ↔    |      |
| Traffic Vol, veh/h       | 140  | 667  | 3    | 0    | 534  | 141  | 0    | 0    | 0    | 68   | 0    | 91   |
| Future Vol, veh/h        | 140  | 667  | 3    | 0    | 534  | 141  | 0    | 0    | 0    | 68   | 0    | 91   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | 165  | -    | -    | 160  | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 151  | 717  | 3    | 0    | 574  | 152  | 0    | 0    | 0    | 73   | 0    | 98   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|
| Conflicting Flow All | 727    | 0 | 0 | -      | - | 0 | 1593   | 1597  | 575   |
| Stage 1              | -      | - | - | -      | - | - | 575    | 575   | -     |
| Stage 2              | -      | - | - | -      | - | - | 1018   | 1022  | -     |
| Critical Hdwy        | 4.12   | - | - | -      | - | - | 6.42   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.42   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.42   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | -      | - | - | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 876    | - | - | 0      | - | - | 118    | 107   | 517   |
| Stage 1              | -      | - | - | 0      | - | - | 563    | 503   | -     |
| Stage 2              | -      | - | - | 0      | - | - | 349    | 314   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     |
| Mov Cap-1 Maneuver   | 876    | - | - | -      | - | - | 84     | 0     | 517   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 84     | 0     | -     |
| Stage 1              | -      | - | - | -      | - | - | 401    | 0     | -     |
| Stage 2              | -      | - | - | -      | - | - | 348    | 0     | -     |

| Approach          | EB   | WB | SB     |
|-------------------|------|----|--------|
| HCM Ctrl Dly, s/v | 1.72 | 0  | 145.48 |
| HCM LOS           |      |    | F      |

| Minor Lane/Major Mvmt | EBL   | EBT | EBR | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 312   | -   | -   | -   | -   | 161   |
| HCM Lane V/C Ratio    | 0.172 | -   | -   | -   | -   | 1.062 |
| HCM Ctrl Dly (s/v)    | 10    | 0   | -   | -   | -   | 145.5 |
| HCM Lane LOS          | A     | A   | -   | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | -   | -   | 8.7   |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Background (2027)  
 Timing Plan: AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group                        | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)              | 1   | 2   | 1   | 54  | 13  | 29  | 3   | 112   | 119   | 34  | 74  | 10  |
| Future Volume (vph)               | 1   | 2   | 1   | 54  | 13  | 29  | 3   | 112   | 119   | 34  | 74  | 10  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)                   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)                         |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)               | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes                     | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)                 | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)                 | 0   | 1794  | 0   | 1770  | 1669  | 0   | 1770  | 1719  | 0   | 1770  | 1829  | 0   |
| Flt Permitted                     |   | 0.990   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)                 | 0   | 1794  | 0   | 1770  | 1669  | 0   | 1770  | 1719  | 0   | 1770  | 1829  | 0   |
| Link Speed (mph)                  |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)                |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)                   |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Confl. Bikes (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Peak Hour Factor                  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  |
| Growth Factor                     | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)                    |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%)           |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)             | 0   | 5   | 0   | 68  | 52  | 0   | 4   | 289   | 0   | 43  | 106   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| Area Type:                        | Other   |   |   |   |   |   |   |   |   |   |   |   |
| Control Type:                     | Unsignalized  |   |   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization | 36.0%   |   |   | ICU Level of Service A  |   |   |   |   |   |   |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |   |   |   |   |   |   |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Background (2027)  
 Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 1    | 2    | 1    | 54   | 13   | 29   | 3    | 112  | 119  | 34   | 74   | 10   |
| Future Vol, veh/h        | 1    | 2    | 1    | 54   | 13   | 29   | 3    | 112  | 119  | 34   | 74   | 10   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 3    | 1    | 68   | 16   | 36   | 4    | 140  | 149  | 43   | 93   | 13   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 339    | 480   | 99     | 401   | 412    | 214   | 105    | 0 | 0 | 289   | 0 | 0 |
| Stage 1              | 184    | 184   | -      | 222   | 222    | -     | -      | - | - | -     | - | - |
| Stage 2              | 156    | 296   | -      | 179   | 190    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 615    | 485   | 957    | 560   | 530    | 826   | 1486   | - | - | 1273  | - | - |
| Stage 1              | 818    | 748   | -      | 781   | 720    | -     | -      | - | - | -     | - | - |
| Stage 2              | 847    | 668   | -      | 823   | 743    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 549    | 468   | 957    | 536   | 511    | 826   | 1486   | - | - | 1273  | - | - |
| Mov Cap-2 Maneuver   | 549    | 468   | -      | 536   | 511    | -     | -      | - | - | -     | - | - |
| Stage 1              | 791    | 723   | -      | 779   | 718    | -     | -      | - | - | -     | - | - |
| Stage 2              | 789    | 666   | -      | 792   | 718    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB  |  | SB   |  |
|-------------------|-------|--|-------|--|-----|--|------|--|
| HCM Ctrl Dly, s/v | 11.49 |  | 11.77 |  | 0.1 |  | 2.28 |  |
| HCM LOS           | B     |  | B     |  |     |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1486  | -   | -   | 560   | 536   | 693   | 1273  | -   | -   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   | 0.009 | 0.126 | 0.076 | 0.033 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 11.5  | 12.7  | 10.6  | 7.9   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0.4   | 0.2   | 0.1   | -   | -   |

Indian Trace Center Traffic Analysis  
 2: Indian Trace & SW 160 Avenue

Background (2027)  
 Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |   |  |   |  |  |
| Traffic Volume (vph)    | 61  | 617   | 33  | 15  | 671   | 129   | 0  | 0   | 30  | 72  | 0   | 43  |
| Future Volume (vph)     | 61  | 617   | 33  | 15  | 671   | 129   | 0  | 0   | 30  | 72  | 0   | 43  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 120   |   | 165   | 120   |   | 160   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Link Speed (mph)        |   | 40  |   |   | 40  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |   |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   | 1   | 1   |   | 1   |  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |  |   |   |   |   |   |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91   | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |

Intersection Summary

Area Type: Other

Indian Trace Center Traffic Analysis  
 2: Indian Trace & SW 160 Avenue

Background (2027)  
 Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 16.3 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↖    | ↗    | ↖    | ↖    | ↗    | ↖    |      |      | ↖    |      | ↔    |      |
| Traffic Vol, veh/h       | 61   | 617  | 33   | 15   | 671  | 129  | 0    | 0    | 30   | 72   | 0    | 43   |
| Future Vol, veh/h        | 61   | 617  | 33   | 15   | 671  | 129  | 0    | 0    | 30   | 72   | 0    | 43   |
| Conflicting Peds, #/hr   | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | Stop | -    | -    | None |
| Storage Length           | 120  | -    | 165  | 120  | -    | 160  | -    | -    | 0    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 67   | 678  | 36   | 16   | 737  | 142  | 0    | 0    | 33   | 79   | 0    | 47   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |   |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|---|-------|--------|-------|-------|
| Conflicting Flow All | 880    | 0 | 0 | 715    | 0 | 0 | -      | - | 679   | 1583   | 1621  | 738   |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 771    | 771   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 812    | 849   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | -      | - | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | -      | - | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 768    | - | - | 885    | - | - | 0      | 0 | 452   | 88     | 103   | 418   |
| Stage 1              | -      | - | - | -      | - | - | 0      | 0 | -     | 393    | 410   | -     |
| Stage 2              | -      | - | - | -      | - | - | 0      | 0 | -     | 373    | 377   | -     |
| Platoon blocked, %   |        | - | - | -      | - | - |        |   |       |        |       |       |
| Mov Cap-1 Maneuver   | 767    | - | - | 884    | - | - | -      | - | 451   | ~ 73   | 92    | 417   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | - | -     | ~ 73   | 92    | -     |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 385    | 401   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 315    | 344   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB     |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|--------|--|--|
| HCM Ctrl Dly, s/v | 0.87 |  |  | 0.17 |  |  | 13.61 |  |  | 227.25 |  |  |
| HCM LOS           |      |  |  |      |  |  | B     |  |  | F      |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 451   | 767   | -   | -   | 884   | -   | -   | 105   |
| HCM Lane V/C Ratio    | 0.073 | 0.087 | -   | -   | 0.019 | -   | -   | 1.2   |
| HCM Ctrl Dly (s/v)    | 13.6  | 10.1  | -   | -   | 9.1   | -   | -   | 227.3 |
| HCM Lane LOS          | B     | B     | -   | -   | A     | -   | -   | F     |
| HCM 95th %tile Q(veh) | 0.2   | 0.3   | -   | -   | 0.1   | -   | -   | 8.3   |

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s  
 +: Computation Not Defined    \*: All major volume in platoon

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Background (2027)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)    | 6   | 14  | 2   | 98  | 30  | 43  | 5   | 133   | 157   | 34  | 65  | 11  |
| Future Volume (vph)     | 6   | 14  | 2   | 98  | 30  | 43  | 5   | 133   | 157   | 34  | 65  | 11  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes           | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 0   | 1816  | 0   | 1770  | 1699  | 0   | 1770  | 1712  | 0   | 1770  | 1824  | 0   |
| Flt Permitted           |   | 0.986   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 0   | 1816  | 0   | 1770  | 1699  | 0   | 1770  | 1712  | 0   | 1770  | 1824  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   | 1   |   |   | 2   | 2   |   |   |
| Confl. Bikes (#/hr)     |   |   | 2   |   |   | 1   |   |   | 2   |   |   |   |
| Peak Hour Factor        | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 25  | 0   | 110   | 82  | 0   | 6   | 325   | 0   | 38  | 85  | 0   |
| Sign Control            |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |

Intersection Summary

|                                   |                        |
|-----------------------------------|------------------------|
| Area Type:                        | Other                  |
| Control Type:                     | Unsignalized           |
| Intersection Capacity Utilization | 42.2%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service A |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Background (2027)  
 Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 6    | 14   | 2    | 98   | 30   | 43   | 5    | 133  | 157  | 34   | 65   | 11   |
| Future Vol, veh/h        | 6    | 14   | 2    | 98   | 30   | 43   | 5    | 133  | 157  | 34   | 65   | 11   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 2    | 2    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 7    | 16   | 2    | 110  | 34   | 48   | 6    | 149  | 176  | 38   | 73   | 12   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 334    | 495   | 79     | 408   | 413    | 241   | 85     | 0 | 0 | 328   | 0 | 0 |
| Stage 1              | 156    | 156   | -      | 251   | 251    | -     | -      | - | - | -     | - | - |
| Stage 2              | 179    | 339   | -      | 157   | 162    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 619    | 476   | 981    | 554   | 530    | 798   | 1511   | - | - | 1232  | - | - |
| Stage 1              | 847    | 769   | -      | 753   | 699    | -     | -      | - | - | -     | - | - |
| Stage 2              | 823    | 640   | -      | 845   | 764    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 525    | 459   | 981    | 514   | 510    | 796   | 1511   | - | - | 1229  | - | - |
| Mov Cap-2 Maneuver   | 525    | 459   | -      | 514   | 510    | -     | -      | - | - | -     | - | - |
| Stage 1              | 820    | 745   | -      | 749   | 695    | -     | -      | - | - | -     | - | - |
| Stage 2              | 732    | 636   | -      | 800   | 740    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 12.57 |  | 12.82 |  | 0.13 |  | 2.48 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1511  | -   | -   | 500   | 514   | 647   | 1229  | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.049 | 0.214 | 0.127 | 0.031 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 12.6  | 13.9  | 11.4  | 8     | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.2   | 0.8   | 0.4   | 0.1   | -   | -   |

Indian Trace Center Traffic Analysis  
 2: SW 160 Avenue & Indian Trace

Background (2027)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |   |  |   |  |  |
| Traffic Volume (vph)    | 143   | 680   | 34  | 16  | 545   | 144   | 0  | 0   | 46  | 69  | 0   | 93  |
| Future Volume (vph)     | 143   | 680   | 34  | 16  | 545   | 144   | 0  | 0   | 46  | 69  | 0   | 93  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 120   |   | 165   | 120   |   | 160   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Link Speed (mph)        |   | 40  |   |   | 40  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |   |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   |   | 1  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   | 3   |  |   |   |   |   |   |
| Peak Hour Factor        | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |

Intersection Summary

Area Type: Other

Indian Trace Center Traffic Analysis  
2: SW 160 Avenue & Indian Trace

Background (2027)  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 33.5 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↖    | ↗    | ↖    | ↖    | ↗    | ↖    |      |      | ↖    |      | ↔    |      |
| Traffic Vol, veh/h       | 143  | 680  | 34   | 16   | 545  | 144  | 0    | 0    | 46   | 69   | 0    | 93   |
| Future Vol, veh/h        | 143  | 680  | 34   | 16   | 545  | 144  | 0    | 0    | 46   | 69   | 0    | 93   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | Stop | -    | -    | None |
| Storage Length           | 120  | -    | 165  | 120  | -    | 160  | -    | -    | 0    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 154  | 731  | 37   | 17   | 586  | 155  | 0    | 0    | 49   | 74   | 0    | 100  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |   |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|---|-------|--------|-------|-------|
| Conflicting Flow All | 742    | 0 | 0 | 768    | 0 | 0 | -      | - | 731   | 1660   | 1697  | 587   |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 621    | 621   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 1039   | 1075  | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | -      | - | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | -      | - | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 865    | - | - | 846    | - | - | 0      | 0 | 422   | 78     | 92    | 510   |
| Stage 1              | -      | - | - | -      | - | - | 0      | 0 | -     | 475    | 479   | -     |
| Stage 2              | -      | - | - | -      | - | - | 0      | 0 | -     | 279    | 296   | -     |
| Platoon blocked, %   |        | - | - | -      | - | - |        |   |       |        |       |       |
| Mov Cap-1 Maneuver   | 864    | - | - | 846    | - | - | -      | - | 422   | ~ 55   | 74    | 509   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | - | -     | ~ 55   | 74    | -     |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 465    | 469   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 202    | 243   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB        |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-----------|--|--|
| HCM Ctrl Dly, s/v | 1.68 |  |  | 0.21 |  |  | 14.67 |  |  | \$ 351.65 |  |  |
| HCM LOS           |      |  |  |      |  |  | B     |  |  | F         |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1    |
|-----------------------|-------|-------|-----|-----|------|-----|-----|----------|
| Capacity (veh/h)      | 422   | 864   | -   | -   | 846  | -   | -   | 113      |
| HCM Lane V/C Ratio    | 0.117 | 0.178 | -   | -   | 0.02 | -   | -   | 1.543    |
| HCM Ctrl Dly (s/v)    | 14.7  | 10.1  | -   | -   | 9.3  | -   | -   | \$ 351.7 |
| HCM Lane LOS          | B     | B     | -   | -   | A    | -   | -   | F        |
| HCM 95th %tile Q(veh) | 0.4   | 0.6   | -   | -   | 0.1  | -   | -   | 12.8     |

| Notes                      |                                |
|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s         |
| +: Computation Not Defined | *: All major volume in platoon |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Total (2027)  
 Timing Plan: AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group                        | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)              | 1   | 2   | 1   | 74  | 13  | 38  | 3   | 112   | 151   | 41  | 75  | 10  |
| Future Volume (vph)               | 1   | 2   | 1   | 74  | 13  | 38  | 3   | 112   | 151   | 41  | 75  | 10  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)                   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)                         |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)               | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes                     | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)                 | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)                 | 0   | 1794  | 0   | 1770  | 1652  | 0   | 1770  | 1703  | 0   | 1770  | 1829  | 0   |
| Flt Permitted                     |   | 0.990   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)                 | 0   | 1794  | 0   | 1770  | 1652  | 0   | 1770  | 1703  | 0   | 1770  | 1829  | 0   |
| Link Speed (mph)                  |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)                |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)                   |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Confl. Bikes (#/hr)               |   |   |   |   |   |   |   |   |   |   |   |   |
| Peak Hour Factor                  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  | 0.80  |
| Growth Factor                     | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)              | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)                    |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%)           |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)             | 0   | 5   | 0   | 93  | 64  | 0   | 4   | 329   | 0   | 51  | 107   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| Area Type:                        | Other   |   |   |   |   |   |   |   |   |   |   |   |
| Control Type:                     | Unsignalized  |   |   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization | 39.2%   |   |   |   |   | ICU Level of Service A  |   |   |   |   |   |   |
| Analysis Period (min)             | 15  |   |   |   |   |   |   |   |   |   |   |   |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Total (2027)  
 Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 1    | 2    | 1    | 74   | 13   | 38   | 3    | 112  | 151  | 41   | 75   | 10   |
| Future Vol, veh/h        | 1    | 2    | 1    | 74   | 13   | 38   | 3    | 112  | 151  | 41   | 75   | 10   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 3    | 1    | 93   | 16   | 48   | 4    | 140  | 189  | 51   | 94   | 13   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 358    | 539   | 100    | 439   | 451    | 234   | 106    | 0 | 0 | 329   | 0 | 0 |
| Stage 1              | 203    | 203   | -      | 242   | 242    | -     | -      | - | - | -     | - | - |
| Stage 2              | 156    | 336   | -      | 198   | 209    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 597    | 449   | 956    | 528   | 504    | 805   | 1485   | - | - | 1231  | - | - |
| Stage 1              | 799    | 734   | -      | 762   | 706    | -     | -      | - | - | -     | - | - |
| Stage 2              | 847    | 642   | -      | 804   | 729    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 520    | 430   | 956    | 501   | 482    | 805   | 1485   | - | - | 1231  | - | - |
| Mov Cap-2 Maneuver   | 520    | 430   | -      | 501   | 482    | -     | -      | - | - | -     | - | - |
| Stage 1              | 766    | 703   | -      | 760   | 704    | -     | -      | - | - | -     | - | - |
| Stage 2              | 776    | 640   | -      | 767   | 699    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 11.93 |  | 12.57 |  | 0.08 |  | 2.62 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1485  | -   | -   | 525   | 501   | 687   | 1231  | -   | -   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   | 0.01  | 0.185 | 0.093 | 0.042 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 11.9  | 13.8  | 10.8  | 8.1   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | B     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0.7   | 0.3   | 0.1   | -   | -   |

Indian Trace Center Traffic Analysis  
 2: Indian Trace & SW 160 Avenue

Total (2027)  
 Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |   |  |   |  |  |
| Traffic Volume (vph)    | 85  | 617   | 33  | 15  | 671   | 137   | 0  | 0   | 30  | 77  | 0   | 59  |
| Future Volume (vph)     | 85  | 617   | 33  | 15  | 671   | 137   | 0  | 0   | 30  | 77  | 0   | 59  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 120   |   | 165   | 120   |   | 160   | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1   | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25   |   |   | 25  |   |   |
| Link Speed (mph)        |   | 40  |   |   | 40  |   |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |   |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   | 1   | 1   |   | 1   |  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |  |   |   |   |   |   |
| Peak Hour Factor        | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  | 0.91   | 0.91  | 0.91  | 0.91  | 0.91  | 0.91  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |  |   |   |   |   |   |

Intersection Summary

Area Type: Other

Indian Trace Center Traffic Analysis  
2: Indian Trace & SW 160 Avenue

Total (2027)  
Timing Plan: AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 27.1 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↖    | ↗    | ↖    | ↖    | ↗    | ↖    |      |      | ↖    |      | ↔    |      |
| Traffic Vol, veh/h       | 85   | 617  | 33   | 15   | 671  | 137  | 0    | 0    | 30   | 77   | 0    | 59   |
| Future Vol, veh/h        | 85   | 617  | 33   | 15   | 671  | 137  | 0    | 0    | 30   | 77   | 0    | 59   |
| Conflicting Peds, #/hr   | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | Stop | -    | -    | None |
| Storage Length           | 120  | -    | 165  | 120  | -    | 160  | -    | -    | 0    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 93   | 678  | 36   | 16   | 737  | 151  | 0    | 0    | 33   | 85   | 0    | 65   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |   |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|---|-------|--------|-------|-------|
| Conflicting Flow All | 889    | 0 | 0 | 715    | 0 | 0 | -      | - | 679   | 1636   | 1673  | 738   |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 771    | 771   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 865    | 902   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | -      | - | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | -      | - | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 762    | - | - | 885    | - | - | 0      | 0 | 452   | ~ 81   | 96    | 418   |
| Stage 1              | -      | - | - | -      | - | - | 0      | 0 | -     | 393    | 410   | -     |
| Stage 2              | -      | - | - | -      | - | - | 0      | 0 | -     | 348    | 356   | -     |
| Platoon blocked, %   |        | - | - | -      | - | - |        |   |       |        |       |       |
| Mov Cap-1 Maneuver   | 761    | - | - | 884    | - | - | -      | - | 451   | ~ 64   | 82    | 417   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | - | -     | ~ 64   | 82    | -     |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 385    | 401   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 283    | 312   | -     |

| Approach          | EB  |  |  | WB   |  |  | NB    |  |  | SB       |  |  |
|-------------------|-----|--|--|------|--|--|-------|--|--|----------|--|--|
| HCM Ctrl Dly, s/v | 1.2 |  |  | 0.17 |  |  | 13.61 |  |  | \$ 332.9 |  |  |
| HCM LOS           |     |  |  |      |  |  | B     |  |  | F        |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1    |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|----------|
| Capacity (veh/h)      | 451   | 761   | -   | -   | 884   | -   | -   | 102      |
| HCM Lane V/C Ratio    | 0.073 | 0.123 | -   | -   | 0.019 | -   | -   | 1.472    |
| HCM Ctrl Dly (s/v)    | 13.6  | 10.4  | -   | -   | 9.1   | -   | -   | \$ 332.9 |
| HCM Lane LOS          | B     | B     | -   | -   | A     | -   | -   | F        |
| HCM 95th %tile Q(veh) | 0.2   | 0.4   | -   | -   | 0.1   | -   | -   | 11.1     |

| Notes                      |                                |
|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s         |
| +: Computation Not Defined | *: All major volume in platoon |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Total (2027)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |   |  |   |  |  |   |  |  |   |  |  |   |
| Traffic Volume (vph)    | 6   | 14  | 2   | 123   | 30  | 53  | 5   | 134   | 189   | 40  | 67  | 11  |
| Future Volume (vph)     | 6   | 14  | 2   | 123   | 30  | 53  | 5   | 134   | 189   | 40  | 67  | 11  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 0   |   | 0   | 0   |   | 145   | 140   |   | 0   | 150   |   | 0   |
| Storage Lanes           | 0   |   | 0   | 1   |   | 1   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |   | 25  |   |   | 25  |   |   |
| Satd. Flow (prot)       | 0   | 1816  | 0   | 1770  | 1684  | 0   | 1770  | 1699  | 0   | 1770  | 1824  | 0   |
| Flt Permitted           |   | 0.986   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (perm)       | 0   | 1816  | 0   | 1770  | 1684  | 0   | 1770  | 1699  | 0   | 1770  | 1824  | 0   |
| Link Speed (mph)        |   | 30  |   |   | 30  |   |   | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |   |   | 540   |   |   | 1000  |   |
| Travel Time (s)         |   | 22.7  |   |   | 22.7  |   |   | 12.3  |   |   | 22.7  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   | 1   |   |   | 2   | 2   |   |   |
| Confl. Bikes (#/hr)     |   |   | 2   |   |   | 1   |   |   | 2   |   |   |   |
| Peak Hour Factor        | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 0   | 25  | 0   | 138   | 94  | 0   | 6   | 363   | 0   | 45  | 87  | 0   |
| Sign Control            |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |

Intersection Summary

|                                   |              |
|-----------------------------------|--------------|
| Area Type:                        | Other        |
| Control Type:                     | Unsignalized |
| Intersection Capacity Utilization | 45.6%        |
| ICU Level of Service              | A            |
| Analysis Period (min)             | 15           |

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & Indian Trace Center Entrance

Total (2027)  
 Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 5.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 6    | 14   | 2    | 123  | 30   | 53   | 5    | 134  | 189  | 40   | 67   | 11   |
| Future Vol, veh/h        | 6    | 14   | 2    | 123  | 30   | 53   | 5    | 134  | 189  | 40   | 67   | 11   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 2    | 2    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | 145  | 140  | -    | -    | 150  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 7    | 16   | 2    | 138  | 34   | 60   | 6    | 151  | 212  | 45   | 75   | 12   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       |       | Major2 |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 351    | 548   | 81     | 443   | 448    | 260   | 88    | 0      | 0 | 365   | 0 | 0 |
| Stage 1              | 171    | 171   | -      | 270   | 270    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 180    | 376   | -      | 173   | 178    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12  | -      | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -     | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -     | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218 | -      | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 604    | 444   | 978    | 525   | 506    | 779   | 1508  | -      | - | 1194  | - | - |
| Stage 1              | 831    | 757   | -      | 736   | 686    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 822    | 616   | -      | 829   | 752    | -     | -     | -      | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |       | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 498    | 425   | 978    | 483   | 484    | 777   | 1508  | -      | - | 1191  | - | - |
| Mov Cap-2 Maneuver   | 498    | 425   | -      | 483   | 484    | -     | -     | -      | - | -     | - | - |
| Stage 1              | 799    | 728   | -      | 732   | 682    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 718    | 613   | -      | 779   | 724    | -     | -     | -      | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 13.12 |  | 13.88 |  | 0.11 |  | 2.76 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1508  | -   | -   | 468   | 483   | 638   | 1191  | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.053 | 0.286 | 0.146 | 0.038 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.4   | -   | -   | 13.1  | 15.4  | 11.6  | 8.1   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | C     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.2   | 1.2   | 0.5   | 0.1   | -   | -   |

Indian Trace Center Traffic Analysis  
 2: SW 160 Avenue & Indian Trace

Total (2027)  
 Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |   |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|--|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |  |  |  |  |  |   |  |   |  |  |
| Traffic Volume (vph)    | 168   | 680   | 34  | 16  | 545   | 152  | 0  | 0   | 46  | 75  | 0   | 114   |
| Future Volume (vph)     | 168   | 680   | 34  | 16  | 545   | 152  | 0  | 0   | 46  | 75  | 0   | 114   |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12   | 12   | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |  |  | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 120   |   | 165   | 120   |   | 160  | 0  |   | 0   | 0   |   | 0   |
| Storage Lanes           | 1   |   | 1   | 1   |   | 1  | 0  |   | 1   | 0   |   | 0   |
| Taper Length (ft)       | 25  |   |   | 25  |   |  | 25   |   |   | 25  |   |   |
| Link Speed (mph)        |   | 40  |   |   | 40  |  |  | 30  |   |   | 30  |   |
| Link Distance (ft)      |   | 1000  |   |   | 1000  |  |  | 460   |   |   | 540   |   |
| Travel Time (s)         |   | 17.0  |   |   | 17.0  |  |  | 10.5  |   |   | 12.3  |   |
| Confl. Peds. (#/hr)     | 1   |   |   |   |   |  | 1  |   |   |   |   |   |
| Confl. Bikes (#/hr)     |   |   |   |   |   | 3  |  |   |   |   |   |   |
| Peak Hour Factor        | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93   | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%   | 100%   | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |  |  |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |  |  | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |  |  |   |   |   |   |   |

Intersection Summary

Area Type: Other

Indian Trace Center Traffic Analysis  
2: SW 160 Avenue & Indian Trace

Total (2027)  
Timing Plan: PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 53.8 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↖    | ↗    | ↖    | ↖    | ↗    | ↖    |      |      | ↖    |      | ↔    |      |
| Traffic Vol, veh/h       | 168  | 680  | 34   | 16   | 545  | 152  | 0    | 0    | 46   | 75   | 0    | 114  |
| Future Vol, veh/h        | 168  | 680  | 34   | 16   | 545  | 152  | 0    | 0    | 46   | 75   | 0    | 114  |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | Stop | -    | -    | None |
| Storage Length           | 120  | -    | 165  | 120  | -    | 160  | -    | -    | 0    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 181  | 731  | 37   | 17   | 586  | 163  | 0    | 0    | 49   | 81   | 0    | 123  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |   |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|---|-------|--------|-------|-------|
| Conflicting Flow All | 750    | 0 | 0 | 768    | 0 | 0 | -      | - | 731   | 1714   | 1750  | 587   |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 621    | 621   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 1092   | 1129  | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | -      | - | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | -      | - | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | -      | - | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 859    | - | - | 846    | - | - | 0      | 0 | 422   | ~ 71   | 86    | 510   |
| Stage 1              | -      | - | - | -      | - | - | 0      | 0 | -     | 475    | 479   | -     |
| Stage 2              | -      | - | - | -      | - | - | 0      | 0 | -     | 260    | 279   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |   |       |        |       |       |
| Mov Cap-1 Maneuver   | 858    | - | - | 846    | - | - | -      | - | 422   | ~ 48   | 66    | 509   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | -      | - | -     | ~ 48   | 66    | -     |
| Stage 1              | -      | - | - | -      | - | - | -      | - | -     | 465    | 469   | -     |
| Stage 2              | -      | - | - | -      | - | - | -      | - | -     | 181    | 220   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB        |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-----------|--|--|
| HCM Ctrl Dly, s/v | 1.96 |  |  | 0.21 |  |  | 14.67 |  |  | \$ 507.04 |  |  |
| HCM LOS           |      |  |  |      |  |  | B     |  |  | F         |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1  |
|-----------------------|-------|-------|-----|-----|------|-----|-----|--------|
| Capacity (veh/h)      | 422   | 858   | -   | -   | 846  | -   | -   | 107    |
| HCM Lane V/C Ratio    | 0.117 | 0.211 | -   | -   | 0.02 | -   | -   | 1.904  |
| HCM Ctrl Dly (s/v)    | 14.7  | 10.3  | -   | -   | 9.3  | -   | -   | \$ 507 |
| HCM Lane LOS          | B     | B     | -   | -   | A    | -   | -   | F      |
| HCM 95th %tile Q(veh) | 0.4   | 0.8   | -   | -   | 0.1  | -   | -   | 16.6   |

| Notes                      |                                |
|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s         |
| +: Computation Not Defined | *: All major volume in platoon |



Attachment H

Speed Data

# SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Tuesday  
Date: 8/26/2025

City: Weston  
Project #: FL25\_570092\_001e

**East Bound**

| Time          | < 15       | 15 - 19    | 20 - 24    | 25 - 29     | 30 - 34     | 35 - 39     | 40 - 44    | 45 - 49    | 50 - 54   | 55 - 59  | 60 - 64 | 65 - 69 | 70 + | Total       |
|---------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|-----------|----------|---------|---------|------|-------------|
| 0:00 AM       | 0          | 3          | 3          | 3           | 7           | 3           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 19          |
| 1:00          | 0          | 2          | 3          | 1           | 5           | 1           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 12          |
| 2:00          | 1          | 0          | 4          | 1           | 1           | 1           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 8           |
| 3:00          | 2          | 0          | 4          | 1           | 1           | 1           | 1          | 0          | 0         | 0        | 0       | 0       | 0    | 10          |
| 4:00          | 0          | 0          | 1          | 2           | 5           | 4           | 4          | 0          | 0         | 0        | 0       | 0       | 0    | 16          |
| 5:00          | 1          | 3          | 3          | 2           | 10          | 27          | 8          | 4          | 4         | 0        | 0       | 0       | 0    | 62          |
| 6:00          | 5          | 12         | 13         | 9           | 59          | 58          | 32         | 5          | 2         | 0        | 0       | 0       | 0    | 195         |
| 7:00          | 17         | 40         | 69         | 97          | 143         | 143         | 39         | 4          | 0         | 1        | 0       | 0       | 0    | 553         |
| 8:00          | 5          | 9          | 11         | 56          | 207         | 150         | 43         | 7          | 1         | 0        | 0       | 0       | 0    | 489         |
| 9:00          | 6          | 7          | 9          | 28          | 130         | 118         | 65         | 3          | 2         | 0        | 0       | 0       | 0    | 368         |
| 10:00         | 2          | 5          | 6          | 17          | 109         | 115         | 57         | 12         | 0         | 0        | 0       | 0       | 0    | 323         |
| 11:00         | 2          | 7          | 7          | 38          | 102         | 116         | 49         | 12         | 0         | 1        | 0       | 0       | 0    | 334         |
| 12:00 PM      | 6          | 10         | 8          | 38          | 140         | 160         | 67         | 6          | 1         | 1        | 0       | 0       | 0    | 437         |
| 13:00         | 4          | 4          | 18         | 37          | 139         | 142         | 64         | 12         | 1         | 0        | 0       | 0       | 0    | 421         |
| 14:00         | 8          | 19         | 36         | 82          | 192         | 167         | 73         | 12         | 2         | 1        | 0       | 0       | 0    | 592         |
| 15:00         | 9          | 14         | 16         | 82          | 223         | 172         | 56         | 6          | 0         | 0        | 0       | 0       | 0    | 578         |
| 16:00         | 36         | 41         | 61         | 129         | 201         | 128         | 52         | 5          | 0         | 0        | 0       | 0       | 0    | 653         |
| 17:00         | 22         | 21         | 66         | 154         | 240         | 165         | 36         | 9          | 0         | 0        | 0       | 0       | 0    | 713         |
| 18:00         | 11         | 24         | 24         | 88          | 170         | 183         | 61         | 6          | 0         | 0        | 0       | 0       | 0    | 567         |
| 19:00         | 3          | 8          | 26         | 55          | 127         | 149         | 51         | 6          | 1         | 0        | 0       | 0       | 0    | 426         |
| 20:00         | 9          | 32         | 79         | 84          | 32          | 5           | 0          | 0          | 0         | 1        | 0       | 0       | 0    | 242         |
| 21:00         | 2          | 1          | 37         | 83          | 31          | 7           | 1          | 0          | 0         | 0        | 0       | 0       | 0    | 162         |
| 22:00         | 1          | 2          | 12         | 38          | 34          | 10          | 3          | 1          | 0         | 0        | 0       | 0       | 0    | 101         |
| 23:00         | 1          | 1          | 5          | 20          | 11          | 6           | 1          | 0          | 0         | 0        | 0       | 0       | 0    | 45          |
| <b>Totals</b> | <b>153</b> | <b>265</b> | <b>521</b> | <b>1145</b> | <b>2319</b> | <b>2031</b> | <b>763</b> | <b>110</b> | <b>14</b> | <b>5</b> |         |         |      | <b>7326</b> |
| % of Totals   | 2%         | 4%         | 7%         | 16%         | 32%         | 28%         | 10%        | 2%         | 0%        | 0%       |         |         |      | 100%        |

|                     |       |       |       |       |       |       |       |       |       |       |   |   |   |       |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|-------|
| <b>AM Volumes</b>   | 41    | 88    | 133   | 255   | 779   | 737   | 298   | 47    | 9     | 2     | 0 | 0 | 0 | 2389  |
| <b>% AM</b>         | 1%    | 1%    | 2%    | 3%    | 11%   | 10%   | 4%    | 1%    | 0%    | 0%    |   |   |   | 33%   |
| <b>AM Peak Hour</b> | 7:00  | 7:00  | 7:00  | 7:00  | 8:00  | 8:00  | 9:00  | 10:00 | 5:00  | 7:00  |   |   |   | 7:00  |
| <b>Volume</b>       | 17    | 40    | 69    | 97    | 207   | 150   | 65    | 12    | 4     | 1     |   |   |   | 553   |
| <b>PM Volumes</b>   | 112   | 177   | 388   | 890   | 1540  | 1294  | 465   | 63    | 5     | 3     | 0 | 0 | 0 | 4937  |
| <b>% PM</b>         | 2%    | 2%    | 5%    | 12%   | 21%   | 18%   | 6%    | 1%    | 0%    | 0%    |   |   |   | 67%   |
| <b>PM Peak Hour</b> | 16:00 | 16:00 | 20:00 | 17:00 | 17:00 | 18:00 | 14:00 | 13:00 | 14:00 | 12:00 |   |   |   | 17:00 |
| <b>Volume</b>       | 36    | 41    | 79    | 154   | 240   | 183   | 73    | 12    | 2     | 1     |   |   |   | 713   |

| Directional Peak Periods<br>All Speeds | AM 7-9 |     | NOON 12-2 |     | PM 4-6 |     | Off Peak Volumes |     |
|--|--------|-----|-----------|-----|--------|-----|------------------|-----|
|  | Volume | %   | Volume    | %   | Volume | %   | Volume           | %   |
|  | 1042   | 14% | 858       | 12% | 1366   | 19% | 4060             | 55% |

| Direction  | Percentiles |      |         |      |      |      |
|------------|-------------|------|---------|------|------|------|
|            | 15th        | 50th | Average | 85th | 95th | ADT  |
| East Bound | 25          | 33   | 32      | 39   | 42   | 7326 |
| West Bound | 26          | 33   | 32      | 38   | 42   | 7646 |

| Direction  | Pace        |           |           |                              |                         |
|------------|-------------|-----------|-----------|------------------------------|-------------------------|
|            | 10mph Pace  | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH |
| East Bound | 29 - 38 mph | 4350      | 59.38%    | 5                            | 0.07%                   |
| West Bound | 30 - 39 mph | 5096      | 66.66%    | 6                            | 0.08%                   |

# SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Tuesday  
Date: 8/26/2025

City: Weston  
Project #: FL25\_570092\_001w

**West Bound**

| Time          | < 15       | 15 - 19    | 20 - 24    | 25 - 29    | 30 - 34     | 35 - 39     | 40 - 44    | 45 - 49    | 50 - 54   | 55 - 59  | 60 - 64 | 65 - 69 | 70 + | Total       |
|---------------|------------|------------|------------|------------|-------------|-------------|------------|------------|-----------|----------|---------|---------|------|-------------|
| 0:00 AM       | 12         | 9          | 2          | 3          | 1           | 0           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 27          |
| 1:00          | 4          | 2          | 0          | 1          | 0           | 0           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 7           |
| 2:00          | 4          | 2          | 2          | 0          | 0           | 0           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 8           |
| 3:00          | 6          | 1          | 0          | 1          | 4           | 0           | 0          | 1          | 0         | 0        | 0       | 0       | 0    | 13          |
| 4:00          | 0          | 0          | 0          | 0          | 3           | 12          | 7          | 2          | 1         | 0        | 0       | 0       | 0    | 25          |
| 5:00          | 3          | 0          | 0          | 3          | 22          | 25          | 16         | 7          | 2         | 1        | 0       | 0       | 0    | 79          |
| 6:00          | 2          | 3          | 4          | 14         | 83          | 66          | 23         | 7          | 2         | 0        | 0       | 0       | 0    | 204         |
| 7:00          | 6          | 9          | 14         | 120        | 316         | 187         | 41         | 7          | 2         | 0        | 0       | 0       | 0    | 702         |
| 8:00          | 3          | 14         | 6          | 59         | 233         | 259         | 47         | 8          | 3         | 0        | 0       | 0       | 0    | 632         |
| 9:00          | 6          | 8          | 9          | 50         | 162         | 130         | 37         | 9          | 1         | 0        | 0       | 0       | 0    | 412         |
| 10:00         | 5          | 8          | 8          | 67         | 150         | 120         | 30         | 10         | 3         | 1        | 0       | 0       | 0    | 402         |
| 11:00         | 4          | 8          | 9          | 37         | 147         | 119         | 33         | 8          | 2         | 0        | 0       | 0       | 0    | 367         |
| 12:00 PM      | 12         | 10         | 8          | 53         | 212         | 154         | 30         | 2          | 2         | 1        | 0       | 0       | 0    | 484         |
| 13:00         | 6          | 12         | 4          | 48         | 204         | 185         | 40         | 3          | 3         | 0        | 0       | 0       | 0    | 505         |
| 14:00         | 12         | 9          | 6          | 64         | 181         | 160         | 28         | 11         | 3         | 1        | 0       | 0       | 0    | 475         |
| 15:00         | 6          | 9          | 5          | 39         | 217         | 198         | 65         | 11         | 1         | 0        | 0       | 0       | 0    | 551         |
| 16:00         | 17         | 23         | 9          | 51         | 205         | 230         | 48         | 12         | 1         | 1        | 0       | 0       | 0    | 597         |
| 17:00         | 16         | 14         | 8          | 54         | 242         | 235         | 50         | 9          | 2         | 1        | 0       | 0       | 0    | 631         |
| 18:00         | 12         | 11         | 11         | 54         | 188         | 154         | 60         | 19         | 1         | 0        | 0       | 0       | 0    | 510         |
| 19:00         | 24         | 15         | 6          | 30         | 158         | 124         | 39         | 8          | 0         | 0        | 0       | 0       | 0    | 404         |
| 20:00         | 41         | 149        | 89         | 8          | 4           | 1           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 292         |
| 21:00         | 21         | 82         | 72         | 12         | 0           | 1           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 188         |
| 22:00         | 26         | 34         | 20         | 6          | 4           | 0           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 90          |
| 23:00         | 21         | 13         | 7          | 0          | 0           | 0           | 0          | 0          | 0         | 0        | 0       | 0       | 0    | 41          |
| <b>Totals</b> | <b>269</b> | <b>445</b> | <b>299</b> | <b>774</b> | <b>2736</b> | <b>2360</b> | <b>594</b> | <b>134</b> | <b>29</b> | <b>6</b> |         |         |      | <b>7646</b> |
| % of Totals   | 4%         | 6%         | 4%         | 10%        | 36%         | 31%         | 8%         | 2%         | 0%        | 0%       |         |         |      | 100%        |

|              |       |       |       |       |       |       |       |       |       |       |   |   |   |       |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|-------|
| AM Volumes   | 55    | 64    | 54    | 355   | 1121  | 918   | 234   | 59    | 16    | 2     | 0 | 0 | 0 | 2878  |
| % AM         | 1%    | 1%    | 1%    | 5%    | 15%   | 12%   | 3%    | 1%    | 0%    | 0%    |   |   |   | 38%   |
| AM Peak Hour |       | 8:00  | 7:00  | 7:00  | 7:00  | 8:00  | 8:00  | 10:00 | 8:00  | 5:00  |   |   |   | 7:00  |
| Volume       | 12    | 14    | 14    | 120   | 316   | 259   | 47    | 10    | 3     | 1     |   |   |   | 702   |
| PM Volumes   | 214   | 381   | 245   | 419   | 1615  | 1442  | 360   | 75    | 13    | 4     | 0 | 0 | 0 | 4768  |
| % PM         | 3%    | 5%    | 3%    | 5%    | 21%   | 19%   | 5%    | 1%    | 0%    | 0%    |   |   |   | 62%   |
| PM Peak Hour | 20:00 | 20:00 | 20:00 | 14:00 | 17:00 | 17:00 | 15:00 | 18:00 | 13:00 | 12:00 |   |   |   | 17:00 |
| Volume       | 41    | 149   | 89    | 64    | 242   | 235   | 65    | 19    | 3     | 1     |   |   |   | 631   |

| Directional Peak Periods<br>All Speeds | AM 7-9 |       | NOON 12-2 |       | PM 4-6 |       | Off Peak Volumes |       |
|--|--------|-------|-----------|-------|--------|-------|------------------|-------|
|  | Volume | %     | Volume    | %     | Volume | %     | Volume           | %     |
|  | 1334   | ↔ 17% | 989       | ↔ 13% | 1228   | ↔ 16% | 4095             | ↔ 54% |

| Direction  | Percentiles |      |         |      |      |      |
|------------|-------------|------|---------|------|------|------|
|            | 15th        | 50th | Average | 85th | 95th | ADT  |
| East Bound | 25          | 33   | 32      | 39   | 42   | 7326 |
| West Bound | 26          | 33   | 32      | 38   | 42   | 7646 |

| Direction  | Pace        |           |           |                              |                         |
|------------|-------------|-----------|-----------|------------------------------|-------------------------|
|            | 10mph Pace  | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH |
| East Bound | 29 - 38 mph | 4350      | 59.38%    | 5                            | 0.07%                   |
| West Bound | 30 - 39 mph | 5096      | 66.66%    | 6                            | 0.08%                   |

# SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Wednesday  
Date: 8/27/2025

City: Weston  
Project #: FL25\_570092\_001e

**East Bound**

| Time          | < 15       | 15 - 19    | 20 - 24    | 25 - 29     | 30 - 34     | 35 - 39     | 40 - 44    | 45 - 49    | 50 - 54   | 55 - 59  | 60 - 64 | 65 - 69 | 70 + | Total       |
|---------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|-----------|----------|---------|---------|------|-------------|
| 0:00 AM       | 1          | 2          | 6          | 12          | 3           | 4           | 0          | 1          | 0         | 0        | 0       | 0       | 0    | 29          |
| 1:00          | 0          | 0          | 0          | 0           | 3           | 6           | 4          | 2          | 0         | 0        | 0       | 0       | 0    | 15          |
| 2:00          | 0          | 0          | 0          | 0           | 2           | 3           | 2          | 1          | 0         | 0        | 0       | 0       | 0    | 8           |
| 3:00          | 0          | 0          | 0          | 1           | 1           | 5           | 3          | 2          | 0         | 0        | 0       | 0       | 0    | 12          |
| 4:00          | 0          | 0          | 0          | 3           | 2           | 4           | 6          | 0          | 0         | 0        | 0       | 0       | 0    | 15          |
| 5:00          | 0          | 1          | 3          | 3           | 17          | 22          | 16         | 2          | 1         | 0        | 0       | 0       | 0    | 65          |
| 6:00          | 1          | 7          | 12         | 17          | 70          | 64          | 28         | 4          | 2         | 0        | 0       | 0       | 0    | 205         |
| 7:00          | 33         | 45         | 73         | 110         | 184         | 100         | 31         | 6          | 0         | 0        | 0       | 0       | 0    | 582         |
| 8:00          | 2          | 11         | 15         | 61          | 170         | 152         | 38         | 6          | 1         | 0        | 0       | 0       | 0    | 456         |
| 9:00          | 2          | 10         | 29         | 67          | 156         | 104         | 38         | 4          | 2         | 0        | 0       | 0       | 0    | 412         |
| 10:00         | 3          | 5          | 12         | 43          | 137         | 117         | 42         | 2          | 1         | 0        | 0       | 0       | 0    | 362         |
| 11:00         | 2          | 5          | 15         | 56          | 127         | 122         | 54         | 3          | 2         | 0        | 0       | 0       | 0    | 386         |
| 12:00 PM      | 3          | 5          | 6          | 49          | 149         | 125         | 53         | 8          | 0         | 1        | 0       | 0       | 0    | 399         |
| 13:00         | 2          | 16         | 22         | 53          | 150         | 168         | 58         | 4          | 3         | 0        | 0       | 0       | 0    | 476         |
| 14:00         | 10         | 14         | 31         | 89          | 192         | 169         | 62         | 10         | 5         | 1        | 0       | 0       | 0    | 583         |
| 15:00         | 5          | 18         | 40         | 106         | 214         | 161         | 41         | 9          | 2         | 0        | 0       | 0       | 0    | 596         |
| 16:00         | 14         | 21         | 39         | 124         | 237         | 151         | 50         | 7          | 0         | 0        | 0       | 0       | 0    | 643         |
| 17:00         | 15         | 72         | 182        | 206         | 116         | 28          | 9          | 1          | 0         | 0        | 0       | 0       | 0    | 629         |
| 18:00         | 11         | 25         | 39         | 154         | 187         | 127         | 48         | 7          | 0         | 0        | 0       | 0       | 0    | 598         |
| 19:00         | 0          | 9          | 24         | 75          | 188         | 154         | 39         | 5          | 3         | 0        | 0       | 0       | 0    | 497         |
| 20:00         | 0          | 5          | 23         | 40          | 110         | 106         | 34         | 2          | 2         | 0        | 0       | 0       | 0    | 322         |
| 21:00         | 0          | 0          | 2          | 21          | 62          | 91          | 24         | 6          | 0         | 0        | 0       | 0       | 0    | 206         |
| 22:00         | 0          | 1          | 3          | 11          | 39          | 56          | 17         | 6          | 1         | 0        | 0       | 0       | 0    | 134         |
| 23:00         | 0          | 0          | 1          | 3           | 14          | 14          | 8          | 6          | 2         | 1        | 0       | 0       | 0    | 49          |
| <b>Totals</b> | <b>104</b> | <b>272</b> | <b>577</b> | <b>1304</b> | <b>2530</b> | <b>2053</b> | <b>705</b> | <b>104</b> | <b>27</b> | <b>3</b> |         |         |      | <b>7679</b> |
| % of Totals   | 1%         | 4%         | 8%         | 17%         | 33%         | 27%         | 9%         | 1%         | 0%        | 0%       |         |         |      | 100%        |

|                     |       |       |       |       |       |       |       |       |       |       |   |   |   |       |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|-------|
| <b>AM Volumes</b>   | 44    | 86    | 165   | 373   | 872   | 703   | 262   | 33    | 9     | 0     | 0 | 0 | 0 | 2547  |
| <b>% AM</b>         | 1%    | 1%    | 2%    | 5%    | 11%   | 9%    | 3%    | 0%    | 0%    |       |   |   |   | 33%   |
| <b>AM Peak Hour</b> | 7:00  | 7:00  | 7:00  | 7:00  | 7:00  | 8:00  | 11:00 | 7:00  | 6:00  |       |   |   |   | 7:00  |
| <b>Volume</b>       | 33    | 45    | 73    | 110   | 184   | 152   | 54    | 6     | 2     |       |   |   |   | 582   |
| <b>PM Volumes</b>   | 60    | 186   | 412   | 931   | 1658  | 1350  | 443   | 71    | 18    | 3     | 0 | 0 | 0 | 5132  |
| <b>% PM</b>         | 1%    | 2%    | 5%    | 12%   | 22%   | 18%   | 6%    | 1%    | 0%    | 0%    |   |   |   | 67%   |
| <b>PM Peak Hour</b> | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 |   |   |   | 16:00 |
| <b>Volume</b>       | 15    | 72    | 182   | 206   | 237   | 169   | 62    | 10    | 5     | 1     |   |   |   | 643   |

| Directional Peak Periods<br>All Speeds | AM 7-9 |       | NOON 12-2 |       | PM 4-6 |       | Off Peak Volumes |       |
|--|--------|-------|-----------|-------|--------|-------|------------------|-------|
|  | Volume | %     | Volume    | %     | Volume | %     | Volume           | %     |
|  | 1038   | ↔ 14% | 875       | ↔ 11% | 1272   | ↔ 17% | 4494             | ↔ 59% |

| Direction  | Percentiles |           |           |                              |                         |      |
|------------|-------------|-----------|-----------|------------------------------|-------------------------|------|
|            | 15th        | 50th      | Average   | 85th                         | 95th                    | ADT  |
| East Bound | 26          | 33        | 32        | 39                           | 41                      | 7679 |
| West Bound | 30          | 35        | 35        | 40                           | 44                      | 7892 |
| Direction  | Pace        |           |           |                              |                         |      |
|            | 10mph Pace  | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH |      |
| East Bound | 29 - 38 mph | 4628      | 60.27%    | 3                            | 0.04%                   |      |
| West Bound | 31 - 40 mph | 5480      | 69.44%    | 14                           | 0.18%                   |      |

# SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Wednesday  
Date: 8/27/2025

City: Weston  
Project #: FL25\_570092\_001w

**West Bound**

| Time          | < 15      | 15 - 19    | 20 - 24    | 25 - 29    | 30 - 34     | 35 - 39     | 40 - 44     | 45 - 49    | 50 - 54   | 55 - 59   | 60 - 64 | 65 - 69 | 70 + | Total       |
|---------------|-----------|------------|------------|------------|-------------|-------------|-------------|------------|-----------|-----------|---------|---------|------|-------------|
| 0:00 AM       | 19        | 2          | 5          | 1          | 1           | 0           | 0           | 0          | 0         | 0         | 0       | 0       | 0    | 28          |
| 1:00          | 0         | 0          | 1          | 2          | 6           | 0           | 0           | 0          | 0         | 0         | 0       | 0       | 0    | 9           |
| 2:00          | 0         | 0          | 0          | 0          | 6           | 5           | 2           | 1          | 0         | 0         | 0       | 0       | 0    | 14          |
| 3:00          | 0         | 0          | 0          | 1          | 3           | 2           | 2           | 0          | 1         | 1         | 0       | 0       | 0    | 10          |
| 4:00          | 1         | 0          | 0          | 0          | 3           | 7           | 4           | 5          | 3         | 0         | 0       | 0       | 0    | 23          |
| 5:00          | 2         | 1          | 0          | 9          | 14          | 24          | 22          | 6          | 4         | 3         | 0       | 0       | 0    | 85          |
| 6:00          | 5         | 4          | 0          | 7          | 51          | 81          | 41          | 15         | 4         | 2         | 0       | 0       | 0    | 210         |
| 7:00          | 3         | 1          | 2          | 45         | 232         | 316         | 86          | 11         | 1         | 0         | 0       | 0       | 0    | 697         |
| 8:00          | 2         | 4          | 18         | 62         | 198         | 245         | 63          | 12         | 2         | 1         | 0       | 0       | 0    | 607         |
| 9:00          | 4         | 3          | 1          | 29         | 152         | 205         | 70          | 12         | 5         | 1         | 0       | 0       | 0    | 482         |
| 10:00         | 2         | 11         | 0          | 33         | 120         | 194         | 69          | 17         | 1         | 1         | 0       | 0       | 0    | 448         |
| 11:00         | 5         | 8          | 9          | 16         | 111         | 178         | 60          | 14         | 3         | 1         | 0       | 0       | 0    | 405         |
| 12:00 PM      | 3         | 13         | 2          | 24         | 125         | 209         | 67          | 21         | 4         | 0         | 0       | 0       | 0    | 468         |
| 13:00         | 0         | 9          | 1          | 21         | 128         | 213         | 84          | 19         | 2         | 2         | 0       | 0       | 0    | 479         |
| 14:00         | 0         | 9          | 1          | 21         | 129         | 209         | 78          | 31         | 3         | 0         | 0       | 0       | 0    | 481         |
| 15:00         | 3         | 17         | 11         | 29         | 166         | 256         | 98          | 25         | 3         | 1         | 0       | 0       | 0    | 609         |
| 16:00         | 3         | 19         | 5          | 11         | 143         | 275         | 94          | 15         | 4         | 0         | 0       | 0       | 0    | 569         |
| 17:00         | 18        | 46         | 75         | 163        | 184         | 119         | 21          | 3          | 1         | 0         | 0       | 0       | 0    | 630         |
| 18:00         | 8         | 26         | 16         | 58         | 195         | 207         | 55          | 7          | 6         | 0         | 0       | 0       | 0    | 578         |
| 19:00         | 2         | 19         | 4          | 31         | 118         | 181         | 51          | 9          | 4         | 0         | 0       | 0       | 0    | 419         |
| 20:00         | 3         | 13         | 3          | 32         | 103         | 115         | 20          | 3          | 2         | 0         | 0       | 0       | 0    | 294         |
| 21:00         | 1         | 5          | 1          | 22         | 93          | 57          | 22          | 6          | 0         | 1         | 0       | 0       | 0    | 208         |
| 22:00         | 2         | 3          | 1          | 8          | 18          | 35          | 13          | 2          | 1         | 0         | 0       | 0       | 0    | 83          |
| 23:00         | 1         | 1          | 2          | 2          | 16          | 20          | 12          | 1          | 1         | 0         | 0       | 0       | 0    | 56          |
| <b>Totals</b> | <b>87</b> | <b>214</b> | <b>158</b> | <b>627</b> | <b>2315</b> | <b>3153</b> | <b>1034</b> | <b>235</b> | <b>55</b> | <b>14</b> |         |         |      | <b>7892</b> |
| % of Totals   | 1%        | 3%         | 2%         | 8%         | 29%         | 40%         | 13%         | 3%         | 1%        | 0%        |         |         |      | 100%        |

|              |       |       |       |       |       |       |       |       |       |       |   |   |   |       |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|-------|
| AM Volumes   | 43    | 34    | 36    | 205   | 897   | 1257  | 419   | 93    | 24    | 10    | 0 | 0 | 0 | 3018  |
| % AM         | 1%    | 0%    | 0%    | 3%    | 11%   | 16%   | 5%    | 1%    | 0%    | 0%    |   |   |   | 38%   |
| AM Peak Hour |       | 10:00 | 8:00  | 8:00  | 7:00  | 7:00  | 7:00  | 10:00 | 9:00  | 5:00  |   |   |   | 7:00  |
| Volume       | 19    | 11    | 18    | 62    | 232   | 316   | 86    | 17    | 5     | 3     |   |   |   | 697   |
| PM Volumes   | 44    | 180   | 122   | 422   | 1418  | 1896  | 615   | 142   | 31    | 4     | 0 | 0 | 0 | 4874  |
| % PM         | 1%    | 2%    | 2%    | 5%    | 18%   | 24%   | 8%    | 2%    | 0%    | 0%    |   |   |   | 62%   |
| PM Peak Hour | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 16:00 | 15:00 | 14:00 | 18:00 | 13:00 |   |   |   | 17:00 |
| Volume       | 18    | 46    | 75    | 163   | 195   | 275   | 98    | 31    | 6     | 2     |   |   |   | 630   |

| Directional Peak Periods<br>All Speeds | AM 7-9 |       | NOON 12-2 |       | PM 4-6 |       | Off Peak Volumes |       |
|--|--------|-------|-----------|-------|--------|-------|------------------|-------|
|  | Volume | %     | Volume    | %     | Volume | %     | Volume           | %     |
|  | 1304   | ↔ 17% | 947       | ↔ 12% | 1199   | ↔ 15% | 4442             | ↔ 56% |

| Direction  | Percentiles |           |           |                              |                         |      |
|------------|-------------|-----------|-----------|------------------------------|-------------------------|------|
|            | 15th        | 50th      | Average   | 85th                         | 95th                    | ADT  |
| East Bound | 26          | 33        | 32        | 39                           | 41                      | 7679 |
| West Bound | 30          | 35        | 35        | 40                           | 44                      | 7892 |
| Direction  | Pace        |           |           |                              |                         |      |
|            | 10mph Pace  | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH |      |
| East Bound | 29 - 38 mph | 4628      | 60.27%    | 3                            | 0.04%                   |      |
| West Bound | 31 - 40 mph | 5480      | 69.44%    | 14                           | 0.18%                   |      |