

February 24, 2026

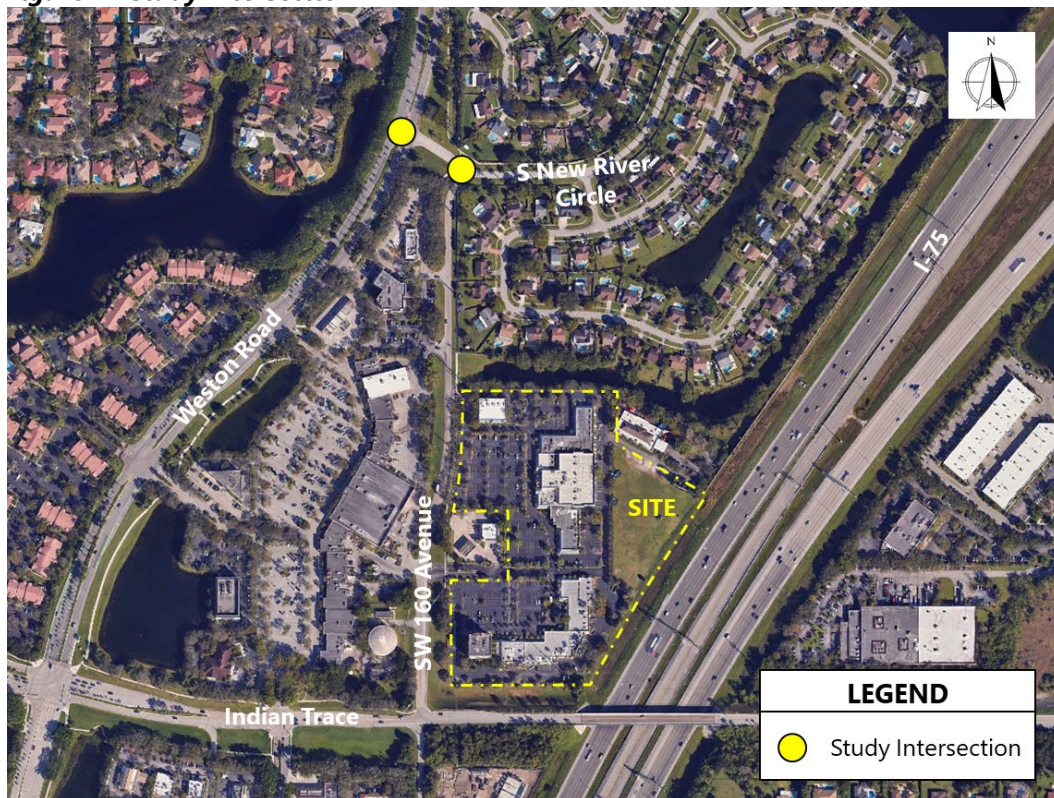
Daniel Masveyraud – Principal  
H&M Development, LLC.  
20200 West Dixie Hwy. Suite 1206  
Aventura, FL 33180

**RE: Indian Trace Center Traffic Analysis**  
**Project No. 314281-01-001**

Dear Mr. Masveyraud:

Bowman Consulting Group, Ltd. (Bowman) has completed an additional 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 developed to include a 174-room hotel. The purpose of the study is to determine the impacts to intersections north of the site (SW 160 Avenue at S New River Circle and Weston Road at S New River Circle) assuming all traffic enters and exists the site to/from the north. **Figure 1** graphically depicts the study intersections.

**Figure 1 Study Intersection**



## Existing Conditions

Weston Road is a four-lane, two-way roadway with a posted speed limit of 45 Miles Per Hour (MPH). Raised median exists along this roadway. Sidewalk exists on the east side of the roadway. Street lighting exists on both sides of the roadway, south of S New River Circle and on the west side, north of S New River Circle. Bicycle lanes exist along the northbound and southbound travel lanes. Bus stops serving Broward County Transit (BCT) Route #23 exist along this roadway.

S New River Circle is a two-lane, two-way road with no posted speed limit. Sidewalk exists on both sides of the roadway. Street lighting exists on the south side of the roadway.

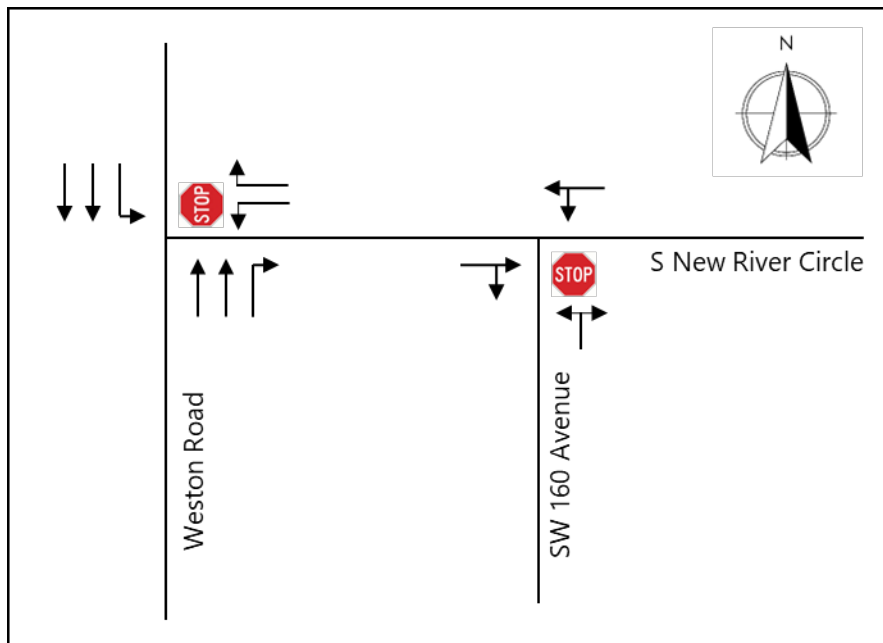
SW 160 Avenue is a two-lane, two-way road with no posted speed limit. Sidewalk exists on the east side of the roadway.

The intersection of SW 160 Avenue and S New River Circle is an unsignalized T-intersection. S New River Circle is uncontrolled and SW 160 Avenue is stop-controlled.

The intersection of Weston Road and S New River Circle is an unsignalized T-intersection. Weston Road is uncontrolled and S New River Circle is stop-controlled. A post mounted No U-Turn sign exists for the northbound traffic.

The land uses surrounding the study intersections include fast-food restaurant and residential. The study intersection geometry is shown on **Figure 2**.

**Figure 2 Intersection Geometry**



## Traffic Volumes

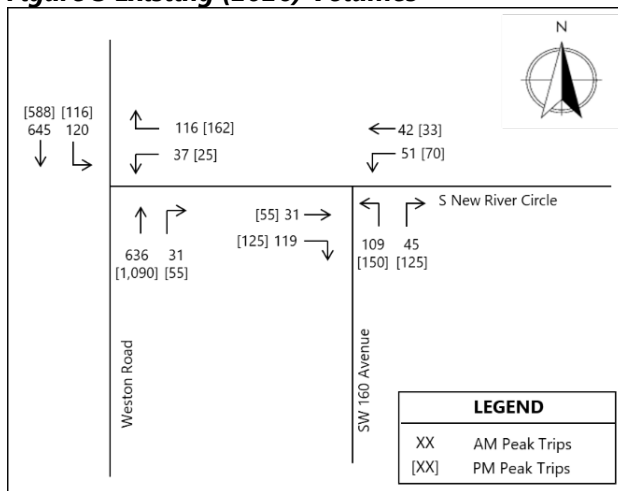
### Existing (2026) Conditions

Manual turning movement counts were collected at the study intersections on Tuesday, February 17, 2026, during the AM period (7:00 AM to 9:00 AM) and PM period (4:00 PM to 6:00 PM). The data and the volume development tables are included in **Appendix A**. The collected counts were adjusted to reflect peak season conditions by applying a Peak Season Conversion Factor (PSCF) obtained from the *2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report*, included in Appendix A. The PSCF was 0.99; therefore, a minimum PSCF of 1.00 was used to provide a conservative analysis. The AM and PM peak hour intersection volume development tables are included in Appendix A. Existing peak hour traffic volumes are graphically shown on **Figure 3**.

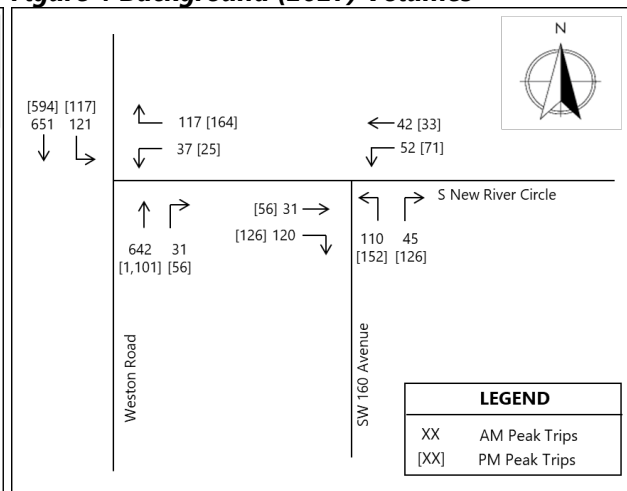
### Background (2027) Conditions

Traffic volumes for Background (2027) traffic conditions were calculated by applying a growth rate of 1.00 percent based on the *Indian Trace Center Traffic Analysis*, dated August 2025. Background peak hour traffic volumes are graphically shown on **Figure 4**.

**Figure 3 Existing (2026) Volumes**



**Figure 4 Background (2027) Volumes**



### Total (2027) Conditions

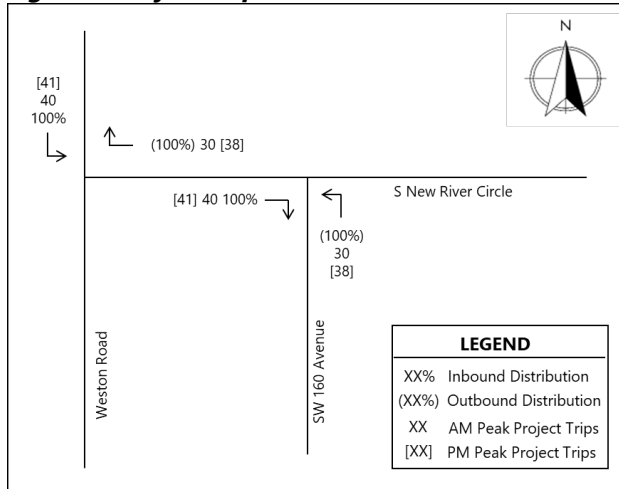
#### Trip Generation

The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is based on the *Indian Trace Center Traffic Analysis*, dated August 2025 and indicates that the proposed development will result in a net new trip increase of 40 inbound trips and 30 outbound trips during the AM peak hour and 41 inbound trips and 38 outbound trips during the PM peak hour, when compared to the existing development.

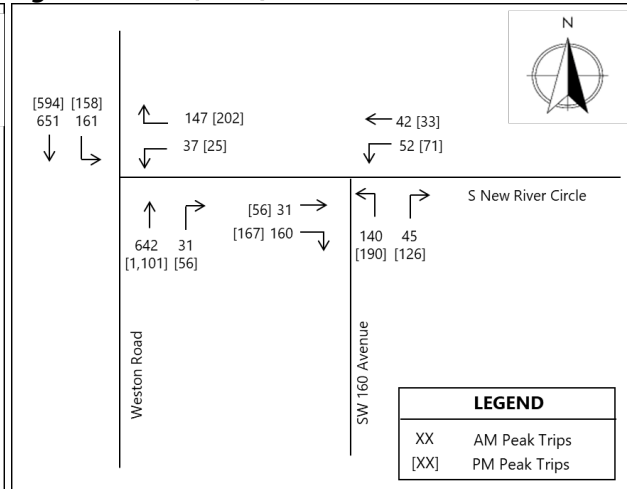
#### Project Trip Distribution

To provide a conservative analysis, it was assumed that 100 percent of project traffic enters and exits the site from and to the north, respectively. The project distribution and increase in project trips are graphically shown on **Figure 5**. The Total peak hour traffic volumes are graphically shown on **Figure 6**.

**Figure 5 Project Trips Increase**



**Figure 6 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 7<sup>th</sup> Edition methodology. Peak hour factors and heavy vehicle percentages were based on the collected data. The intersection capacity analysis worksheets are provided in **Appendix B**.

Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 1** and the results of the 95<sup>th</sup> percentile queues are summarized in **Table 2**. Both study intersections currently operate, and are 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. Queues for existing conditions were similar to field observed queues.

**Table 1 Intersection Capacity Analysis Summary**

LOCATION	SCENARIO	TIME	LEVEL OF SERVICE									
			OVERALL		EB		WB		NB		SB	
			LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
SW 160 Avenue & S New River Circle	Existing	AM	A	5.1	A	0.0	A	4.2	B	11.4	-	-
		PM	A	8.8	A	0.0	A	5.3	B	14.6	-	-
	Background	AM	A	5.1	A	0.0	A	4.3	B	11.4	-	-
		PM	A	8.9	A	0.0	A	5.3	B	14.8	-	-
	Total	AM	A	5.3	A	0.0	A	4.3	B	12.3	-	-
		PM	B	10.3	A	0.0	A	5.4	B	17.7	-	-
Weston Road & S New River Circle	Existing	AM	A	2.1	-	-	B	14.0	A	0.0	A	1.5
		PM	A	2.7	-	-	C	19.2	A	0.0	A	2.1
	Background	AM	A	2.1	-	-	B	14.1	A	0.0	A	1.6
		PM	A	2.7	-	-	C	19.5	A	0.0	A	2.1
	Total	AM	A	2.5	-	-	B	14.5	A	0.0	A	2.0
		PM	A	3.5	-	-	C	21.7	A	0.0	A	2.9

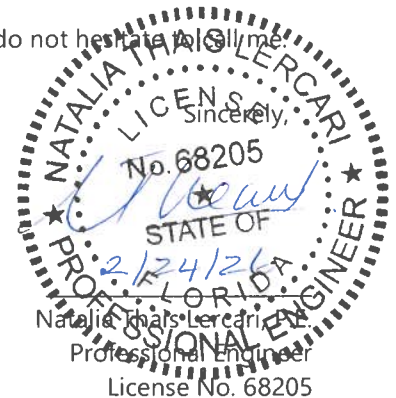
**Table 2 Queue Summary**

LOCATION	SCENARIO	TIME	WBL		WBR		NBLTR		NBR		SBL	
			LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE
SW 160 Avenue & 5 New River Circle	Existing	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Background	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Total	AM	3'		-	-	30'		-	-	-	-
		PM	5'		-	-	100'		-	-	-	-
Weston Road & 5 New River Circle	Existing	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		48'	115'	-	-	0'	210'	20'	210'
	Background	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		50'	115'	-	-	0'	210'	20'	210'
	Total	AM	15'		23'	115'	-	-	0'	210'	18'	210'
		PM	15'		70'	115'	-	-	0'	210'	30'	210'

## Conclusion

Based on the analysis presented herein, assuming that all project traffic enters and exits the site from and to the north, respectively, the proposed development will not have a significant impact at the intersections located north of the site. The study intersections currently operate, as are expected to continue to operate, at an acceptable overall level of service with the additional traffic from the proposed development.

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



Natalia Ina's Lercari, PE  
Professional Engineer  
License No. 68205  
State of Florida, Board of Professional Engineers

# Appendix A

## Data Collection

**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 S New River Circle</b>	Traffic Count (02/17/26)	0	31	119	51	42	0	109	0	45	-	-	-
	Peak Season Conversion Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	-	-
	<b>2026 Peak Season Traffic</b>	<b>0</b>	<b>31</b>	<b>119</b>	<b>51</b>	<b>42</b>	<b>0</b>	<b>109</b>	<b>0</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	-	-	-
	Existing plus Background Growth	0	31	120	52	42	0	110	0	45	-	-	-
	<b>2027 Background Traffic</b>	<b>0</b>	<b>31</b>	<b>120</b>	<b>52</b>	<b>42</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Project Trips			40				30			-	-	-
	<b>2027 Total Traffic</b>	<b>0</b>	<b>31</b>	<b>160</b>	<b>52</b>	<b>42</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Weston Road at S New River Circle</b>	Traffic Count (02/17/26)	-	-	-	37	0	116	0	636	31	120	645	0
	Peak Season Conversion Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	<b>2026 Peak Season Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>636</b>	<b>31</b>	<b>120</b>	<b>645</b>	<b>0</b>
	Compound Growth Rate	-	-	-	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	-	-	-	37	0	117	0	642	31	121	651	0
	<b>2027 Background Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>642</b>	<b>31</b>	<b>121</b>	<b>651</b>	<b>0</b>
	Project Trips	-	-	-			30				40		
	<b>2027 Total Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>642</b>	<b>31</b>	<b>161</b>	<b>651</b>	<b>0</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 S New River Circle</b>	Traffic Count (02/17/26)	0	55	125	70	33	0	150	0	125	-	-	-
	Peak Season Conversion Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	-	-
	<b>2026 Peak Season Traffic</b>	<b>0</b>	<b>55</b>	<b>125</b>	<b>70</b>	<b>33</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>125</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	-	-	-
	Existing plus Background Growth	0	56	126	71	33	0	152	0	126	-	-	-
	<b>2027 Background Traffic</b>	<b>0</b>	<b>56</b>	<b>126</b>	<b>71</b>	<b>33</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>126</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Project Trips			41				38			-	-	-
	<b>2027 Total Traffic</b>	<b>0</b>	<b>56</b>	<b>167</b>	<b>71</b>	<b>33</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>126</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Weston Road at S New River Circle</b>	Traffic Count (02/17/26)	-	-	-	25	0	162	0	1,090	55	116	588	0
	Peak Season Conversion Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	<b>2026 Peak Season Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>1,090</b>	<b>55</b>	<b>116</b>	<b>588</b>	<b>0</b>
	Compound Growth Rate	-	-	-	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	-	-	-	25	0	164	0	1,101	56	117	594	0
	<b>2027 Background Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>1,101</b>	<b>56</b>	<b>117</b>	<b>594</b>	<b>0</b>
	Project Trips	-	-	-			38				41		
	<b>2027 Total Traffic</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>1,101</b>	<b>56</b>	<b>158</b>	<b>594</b>	<b>0</b>

# Nationwide Traffic Data, LLC

## Intersection Turning Movement Count

Location: SW 160th Ave & S New River Cir  
 City: Weston  
 Control: 1-Way Stop(NB)

Project ID: 26-570018-001  
 Date: 2/17/2026

### Data - Total

NS/EW Streets:	SW 160th Ave				SW 160th Ave				S New River Cir				S New River Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	21	0	13	0	0	0	0	0	0	4	14	0	26	11	0	0	89
7:15 AM	24	0	11	0	0	0	0	0	0	5	23	0	30	17	0	0	110
7:30 AM	30	0	12	0	0	0	0	0	0	4	13	0	13	17	0	0	89
7:45 AM	15	0	11	0	0	0	0	0	0	9	27	0	12	12	0	0	86
8:00 AM	25	0	11	0	0	0	0	0	0	7	29	0	10	12	0	0	94
8:15 AM	30	0	10	0	0	0	0	0	0	7	23	0	11	9	0	0	90
8:30 AM	28	0	13	0	0	0	0	0	0	10	28	0	12	12	0	0	103
8:45 AM	26	0	11	0	0	0	0	0	0	7	39	0	18	9	0	0	110
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	68.38%	0.00%	31.62%	0.00%	0	0	0	0	0.00%	21.29%	78.71%	0.00%	57.14%	42.86%	0.00%	0.00%	771
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	109	0	45	0	0	0	0	0	0	31	119	0	51	42	0	0	397
<b>PEAK HR FACTOR :</b>	0.908	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.763	0.000	0.708	0.875	0.000	0.000	0.902
	0.939								0.815				0.861				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	36	0	24	0	0	0	0	0	0	20	20	0	15	10	0	0	125
4:15 PM	30	0	28	0	0	0	0	0	0	10	27	0	23	4	0	0	122
4:30 PM	39	0	34	0	0	0	0	0	0	18	31	0	22	7	0	0	151
4:45 PM	27	0	27	1	0	0	0	0	0	12	27	0	13	11	0	0	118
5:00 PM	36	0	21	0	0	0	0	0	0	13	35	0	17	8	0	0	130
5:15 PM	47	0	43	0	0	0	0	0	0	12	32	0	18	7	0	0	159
5:30 PM	42	0	25	0	0	0	0	0	0	18	21	0	15	8	0	0	129
5:45 PM	38	0	29	0	0	0	0	0	0	20	17	0	27	8	0	0	139
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	55.98%	0.00%	43.83%	0.19%	0	0	0	0	0.00%	36.94%	63.06%	0.00%	70.42%	29.58%	0.00%	0.00%	1073
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	149	0	125	1	0	0	0	0	0	55	125	0	70	33	0	0	558
<b>PEAK HR FACTOR :</b>	0.793	0.000	0.727	0.250	0.000	0.000	0.000	0.000	0.000	0.764	0.893	0.000	0.795	0.750	0.000	0.000	0.877
	0.764								0.918				0.888				





# Nationwide Traffic Data, LLC

## Intersection Turning Movement Count

Location: Weston Rd & S New River Cir  
 City: Weston  
 Control: 1-Way Stop(WB)

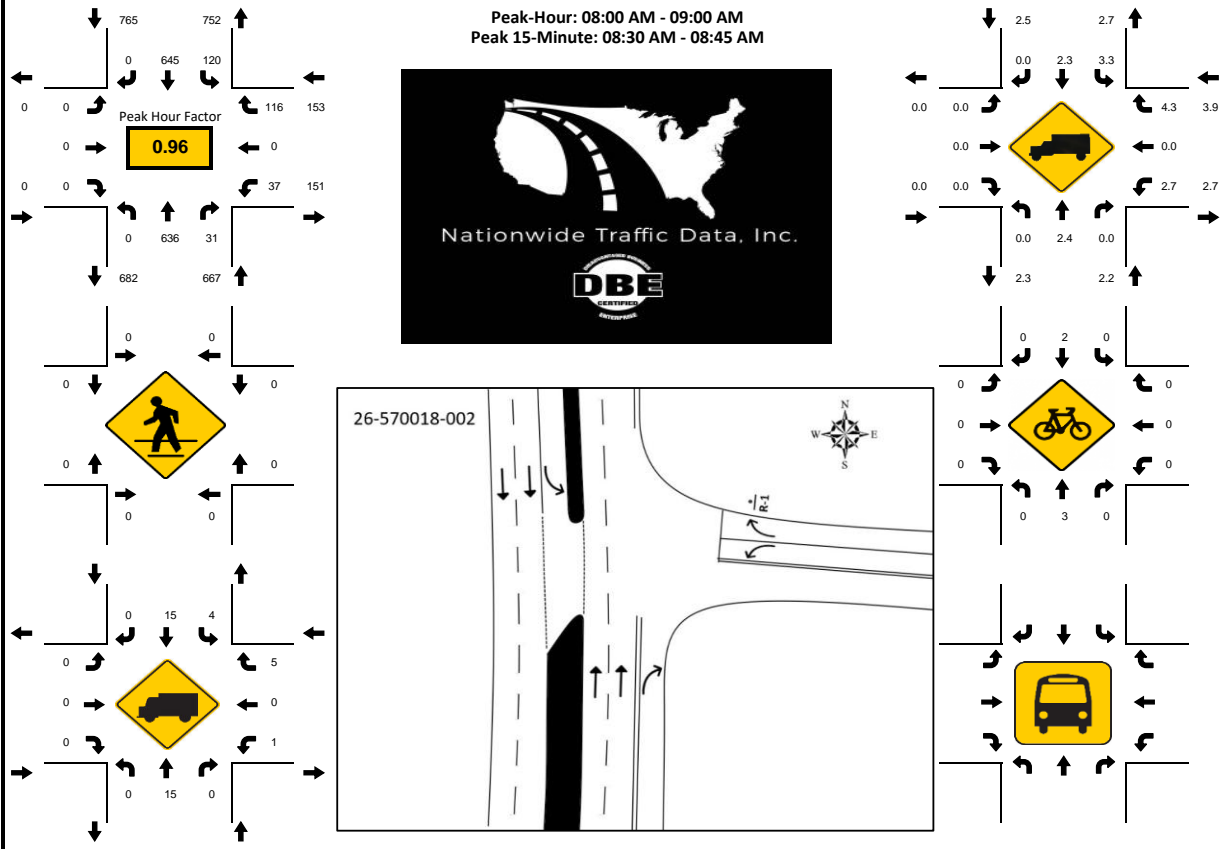
Project ID: 26-570018-002  
 Date: 2/17/2026

### Data - Total

NS/EW Streets:	Weston Rd				Weston Rd				S New River Cir				S New River Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	108	4	0	16	91	0	0	0	0	0	0	6	0	26	0	251
7:15 AM	0	111	2	0	24	108	0	0	0	0	0	0	13	0	28	0	286
7:30 AM	0	128	4	0	13	132	0	0	0	0	0	0	15	0	32	0	324
7:45 AM	0	167	8	0	28	157	0	0	0	0	0	0	9	0	18	0	387
8:00 AM	0	163	7	0	29	155	0	1	0	0	0	0	8	0	30	0	393
8:15 AM	0	146	9	0	21	172	0	0	0	0	0	0	8	0	30	0	386
8:30 AM	0	172	10	0	28	162	0	0	0	0	0	0	12	0	28	0	412
8:45 AM	0	155	5	0	41	156	0	0	0	0	0	0	9	0	28	0	394
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	1150	49	0	200	1133	0	1	0	0	0	0	80	0	220	0	2833
<b>APPROACH %'s :</b>	0.00%	95.91%	4.09%	0.00%	14.99%	84.93%	0.00%	0.07%	0	0	0	0	26.67%	0.00%	73.33%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	636	31	0	119	645	0	1	0	0	0	0	37	0	116	0	1585
<b>PEAK HR FACTOR :</b>	0.000	0.924	0.775	0.000	0.726	0.938	0.000	0.250	0.000	0.000	0.000	0.000	0.771	0.000	0.967	0.000	0.962
	0.916				0.971								0.956				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	218	16	0	24	130	0	0	0	0	0	0	10	0	42	0	440
4:15 PM	0	250	10	0	28	132	0	0	0	0	0	0	4	0	30	0	454
4:30 PM	0	259	20	0	28	150	0	0	0	0	0	0	5	0	40	0	502
4:45 PM	0	285	13	0	26	141	0	0	0	0	0	0	5	0	34	0	504
5:00 PM	0	265	12	0	36	141	0	0	0	0	0	0	8	0	36	0	498
5:15 PM	0	262	13	0	31	147	0	1	0	0	0	0	6	0	48	0	508
5:30 PM	0	278	17	0	22	159	0	0	0	0	0	0	6	0	44	0	526
5:45 PM	0	260	17	0	21	148	0	0	0	0	0	0	6	0	39	0	491
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	2077	118	0	216	1148	0	1	0	0	0	0	50	0	313	0	3923
<b>APPROACH %'s :</b>	0.00%	94.62%	5.38%	0.00%	15.82%	84.10%	0.00%	0.07%	0	0	0	0	13.77%	0.00%	86.23%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	0	1090	55	0	115	588	0	1	0	0	0	0	25	0	162	0	2036
<b>PEAK HR FACTOR :</b>	0.000	0.956	0.809	0.000	0.799	0.925	0.000	0.250	0.000	0.000	0.000	0.000	0.781	0.000	0.844	0.000	0.968
	0.961				0.972								0.866				

LOCATION: Weston Rd & S New River Cir  
 CITY/STATE: Weston, FL

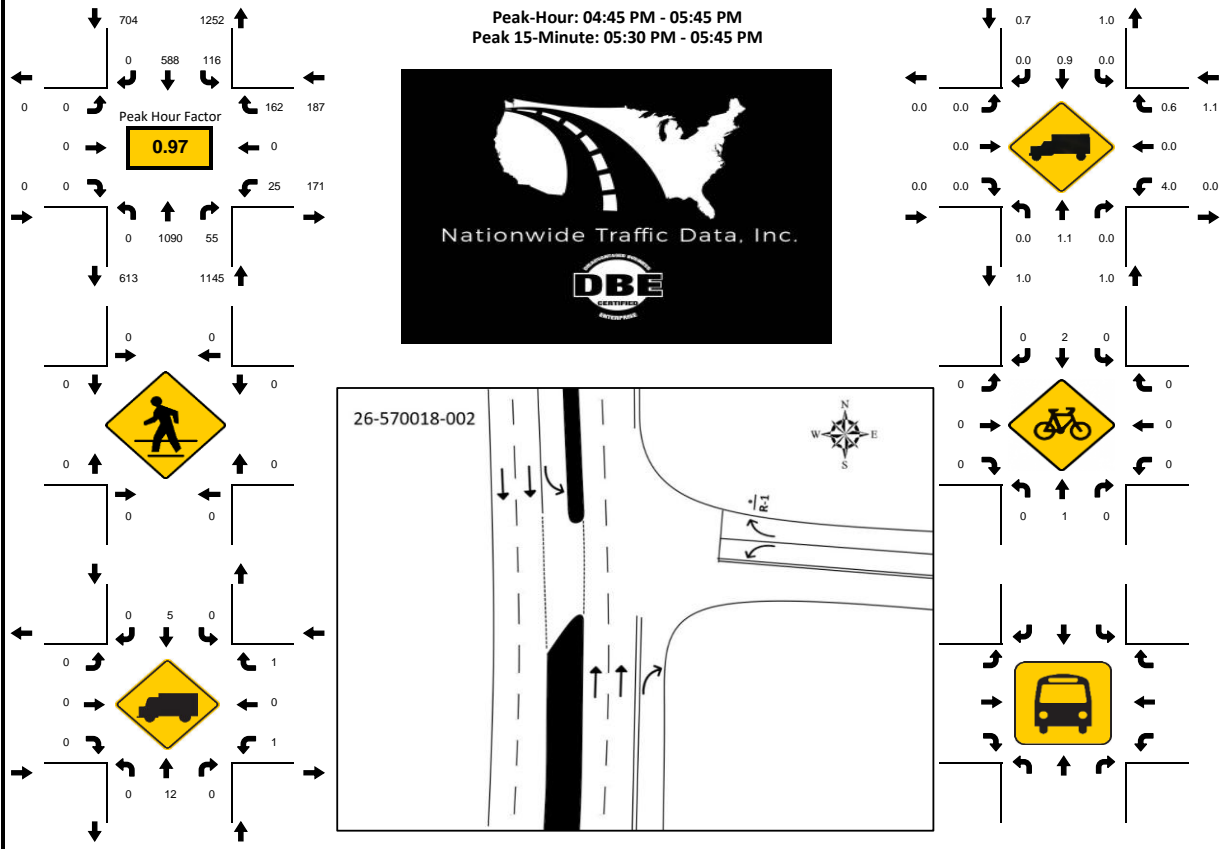
PROJECT ID: 26-570018-002  
 DATE: Tue, Feb 17, 2026



15-Min Count Period Beginning At	Weston Rd Northbound					Weston Rd Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	108	4	0		16	91	0	0		0	0	0	0		6	0	26	0		251	1248
7:15 AM	0	111	2	0		24	108	0	0		0	0	0	0		13	0	28	0		286	1390
7:30 AM	0	128	4	0		13	132	0	0		0	0	0	0		15	0	32	0		324	1490
7:45 AM	0	167	8	0		28	157	0	0		0	0	0	0		9	0	18	0		387	1578
8:00 AM	0	163	7	0		29	155	0	1		0	0	0	0		8	0	30	0		393	1585
8:15 AM	0	146	9	0		21	172	0	0		0	0	0	0		8	0	30	0		386	1192
8:30 AM	0	172	10	0		28	162	0	0		0	0	0	0		12	0	28	0		412	806
8:45 AM	0	155	5	0		41	156	0	0		0	0	0	0		9	0	28	0		394	394
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	688	40	0		164	688	0	4		0	0	0	0		48	0	120	0		1752	
Heavy Trucks	0	24	0	0		12	20	0	0		0	0	0	0		4	0	8	0		68	
Pedestrians	0					0					0					0					0	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		12	
Buses																						
Stopped Buses																						

LOCATION: Weston Rd & S New River Cir  
 CITY/STATE: Weston, FL

PROJECT ID: 26-570018-002  
 DATE: Tue, Feb 17, 2026



15-Min Count Period Beginning At	Weston Rd Northbound					Weston Rd Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	218	16	0		24	130	0	0		0	0	0	0		10	0	42	0		440	1900
4:15 PM	0	250	10	0		28	132	0	0		0	0	0	0		4	0	30	0		454	1958
4:30 PM	0	259	20	0		28	150	0	0		0	0	0	0		5	0	40	0		502	2012
4:45 PM	0	285	13	0		26	141	0	0		0	0	0	0		5	0	34	0		504	2036
5:00 PM	0	265	12	0		36	141	0	0		0	0	0	0		8	0	36	0		498	2023
5:15 PM	0	262	13	0		31	147	0	1		0	0	0	0		6	0	48	0		508	1525
5:30 PM	0	278	17	0		22	159	0	0		0	0	0	0		6	0	44	0		526	1017
5:45 PM	0	260	17	0		21	148	0	0		0	0	0	0		6	0	39	0		491	491
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	1140	68	0		144	636	0	4		0	0	0	0		32	0	192	0		2216	
Heavy Trucks	0	28	0	0		0	8	0	0		0	0	0	0		4	0	4	0		44	
Pedestrians	0					0	0				0					0					0	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		8	
Buses																						
Stopped Buses																						

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

WEEK	DATES	SF	MOCF: 0.98 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

830UPD

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# Appendix B

## Intersection Capacity Analysis

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Existing (2026)  
 Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	119	51	42	109	45
Future Volume (vph)	31	119	51	42	109	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893			0.960		
Flt Protected				0.973	0.966	
Satd. Flow (prot)	1647	0	0	1812	1678	0
Flt Permitted				0.973	0.966	
Satd. Flow (perm)	1647	0	0	1812	1678	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	147	59	49	116	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	0	108	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.0%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Existing (2026)  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	119	51	42	109	45
Future Vol, veh/h	31	119	51	42	109	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	147	59	49	116	48















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	185	0	282
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	4.12	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.218	-	3.545
Pot Cap-1 Maneuver	-	-	1389	-	702
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	852
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1389	-	669
Mov Cap-2 Maneuver	-	-	-	-	669
Stage 1	-	-	-	-	906
Stage 2	-	-	-	-	813

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.23	11.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	987	-
HCM Lane V/C Ratio	0.225	-	-	0.043	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Indian Trace Center Traffic Analysis  
2: Weston Road & S New River Circle

Existing (2026)  
Timing Plan: AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	37	116	636	31	120	645
Future Volume (vph)	37	116	636	31	120	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	121	691	34	124	665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	121	691	34	124	665
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.6%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Existing (2026)  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	37	116	636	31	120	645
Future Vol, veh/h	37	116	636	31	120	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	121	691	34	124	665

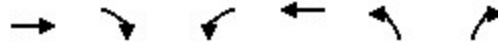
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1271	346	0	0	725
Stage 1	691	-	-	-	-
Stage 2	580	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23
Pot Cap-1 Maneuver	157	645	-	-	867
Stage 1	453	-	-	-	-
Stage 2	517	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	135	645	-	-	867
Mov Cap-2 Maneuver	266	-	-	-	-
Stage 1	453	-	-	-	-
Stage 2	444	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.03	0	1.54
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	266	645	867	-
HCM Lane V/C Ratio	-	-	0.145	0.187	0.143	-
HCM Ctrl Dly (s/v)	-	-	20.8	11.9	9.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	0.5	-

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Existing (2026)  
 Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	125	70	33	150	125
Future Volume (vph)	55	125	70	33	150	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.906			0.939		
Flt Protected				0.967	0.973	
Satd. Flow (prot)	1688	0	0	1801	1702	0
Flt Permitted				0.967	0.973	
Satd. Flow (perm)	1688	0	0	1801	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	60	136	79	37	197	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	0	116	361	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.3%
ICU Level of Service	A
Analysis Period (min)	15

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Existing (2026)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	8.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	55	125	70	33	150	125
Future Vol, veh/h	55	125	70	33	150	125
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	136	79	37	197	164













Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	196	0	326
Stage 1	-	-	-	-	128
Stage 2	-	-	-	-	198
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1377	-	668
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	835
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1377	-	627
Mov Cap-2 Maneuver	-	-	-	-	627
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	783

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.28	14.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1223	-
HCM Lane V/C Ratio	0.494	-	-	0.057	-
HCM Ctrl Dly (s/v)	14.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.2	-

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Existing (2026)  
 Timing Plan: PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	162	1090	55	116	588
Future Volume (vph)	25	162	1090	55	116	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	186	1135	57	120	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	186	1135	57	120	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.9%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Existing (2026)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	25	162	1090	55	116	588
Future Vol, veh/h	25	162	1090	55	116	588
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	186	1135	57	120	606

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1678	568	0	0	1193
Stage 1	1135	-	-	-	-
Stage 2	542	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	86	466	-	-	581
Stage 1	268	-	-	-	-
Stage 2	547	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	68	466	-	-	581
Mov Cap-2 Maneuver	180	-	-	-	-
Stage 1	268	-	-	-	-
Stage 2	434	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.22	0	2.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	180	466	581	-
HCM Lane V/C Ratio	-	-	0.159	0.399	0.206	-
HCM Ctrl Dly (s/v)	-	-	28.7	17.8	12.8	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	1.9	0.8	-

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Background (2027)  
 Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	120	52	42	110	45
Future Volume (vph)	31	120	52	42	110	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893			0.961		
Flt Protected				0.973	0.966	
Satd. Flow (prot)	1647	0	0	1812	1680	0
Flt Permitted				0.973	0.966	
Satd. Flow (perm)	1647	0	0	1812	1680	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	148	60	49	117	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	109	165	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	120	52	42	110	45
Future Vol, veh/h	31	120	52	42	110	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	148	60	49	117	48















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	186	0	285 113
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	173 -
Critical Hdwy	-	-	4.12	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.218	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1388	-	699 931
Stage 1	-	-	-	-	905 -
Stage 2	-	-	-	-	850 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1388	-	666 930
Mov Cap-2 Maneuver	-	-	-	-	666 -
Stage 1	-	-	-	-	905 -
Stage 2	-	-	-	-	810 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.27	11.41
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	996	-
HCM Lane V/C Ratio	0.227	-	-	0.044	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Background (2027)  
 Timing Plan: AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	37	117	642	31	121	651
Future Volume (vph)	37	117	642	31	121	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	122	698	34	125	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	122	698	34	125	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.8%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Background (2027)  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	117	642	31	121	651
Future Vol, veh/h	37	117	642	31	121	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	122	698	34	125	671

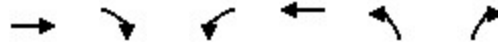
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1283	349	0	0	732
Stage 1	698	-	-	-	-
Stage 2	585	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23
Pot Cap-1 Maneuver	154	641	-	-	862
Stage 1	450	-	-	-	-
Stage 2	514	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	132	641	-	-	862
Mov Cap-2 Maneuver	263	-	-	-	-
Stage 1	450	-	-	-	-
Stage 2	440	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.11	0	1.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	263	641	862	-
HCM Lane V/C Ratio	-	-	0.146	0.19	0.145	-
HCM Ctrl Dly (s/v)	-	-	21	11.9	9.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	0.5	-

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Background (2027)  
 Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	56	126	71	33	152	126
Future Volume (vph)	56	126	71	33	152	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.907			0.939		
Flt Protected				0.967	0.973	
Satd. Flow (prot)	1690	0	0	1801	1702	0
Flt Permitted				0.967	0.973	
Satd. Flow (perm)	1690	0	0	1801	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	61	137	80	37	200	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	0	0	117	366	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.6%
	ICU Level of Service A
Analysis Period (min)	15

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Background (2027)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	8.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	56	126	71	33	152	126
Future Vol, veh/h	56	126	71	33	152	126
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	137	80	37	200	166

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	198	0	330	131
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	665	918
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1375	-	623	916
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.31	14.82
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	1229	-
HCM Lane V/C Ratio	0.502	-	-	0.058	-
HCM Ctrl Dly (s/v)	14.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.2	-

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Background (2027)  
 Timing Plan: PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	164	1101	56	117	594
Future Volume (vph)	25	164	1101	56	117	594
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	189	1147	58	121	612
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	189	1147	58	121	612
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.2%
ICU Level of Service	A
Analysis Period (min)	15

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Background (2027)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	25	164	1101	56	117	594
Future Vol, veh/h	25	164	1101	56	117	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	189	1147	58	121	612

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1694	573	0	0	1205
Stage 1	1147	-	-	-	-
Stage 2	547	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	84	462	-	-	575
Stage 1	265	-	-	-	-
Stage 2	543	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	66	462	-	-	575
Mov Cap-2 Maneuver	178	-	-	-	-
Stage 1	265	-	-	-	-
Stage 2	429	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.52	0	2.13
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	178	462	575	-
HCM Lane V/C Ratio	-	-	0.162	0.408	0.21	-
HCM Ctrl Dly (s/v)	-	-	29.1	18	12.9	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	2	0.8	-

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Total (2027)  
 Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	160	52	42	140	45
Future Volume (vph)	31	160	52	42	140	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.887			0.967		
Flt Protected				0.973	0.964	
Satd. Flow (prot)	1636	0	0	1812	1687	0
Flt Permitted				0.973	0.964	
Satd. Flow (perm)	1636	0	0	1812	1687	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	198	60	49	149	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	0	0	109	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.2%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Total (2027)  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	160	52	42	140	45
Future Vol, veh/h	31	160	52	42	140	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	198	60	49	149	48















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	236	0	310
Stage 1	-	-	-	-	137
Stage 2	-	-	-	-	173
Critical Hdwy	-	-	4.12	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.218	-	3.545
Pot Cap-1 Maneuver	-	-	1331	-	676
Stage 1	-	-	-	-	882
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1331	-	643
Mov Cap-2 Maneuver	-	-	-	-	643
Stage 1	-	-	-	-	882
Stage 2	-	-	-	-	808

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.33	12.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	996	-
HCM Lane V/C Ratio	0.285	-	-	0.045	-
HCM Ctrl Dly (s/v)	12.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Total (2027)  
 Timing Plan: AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	37	147	642	31	161	651
Future Volume (vph)	37	147	642	31	161	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	153	698	34	166	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	153	698	34	166	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.0%			ICU Level of Service A		
Analysis Period (min)	15					

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Total (2027)  
 Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	147	642	31	161	651
Future Vol, veh/h	37	147	642	31	161	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	153	698	34	166	671

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1365	349	0	0	732
Stage 1	698	-	-	-	-
Stage 2	668	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23
Pot Cap-1 Maneuver	136	641	-	-	862
Stage 1	450	-	-	-	-
Stage 2	466	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	110	641	-	-	862
Mov Cap-2 Maneuver	237	-	-	-	-
Stage 1	450	-	-	-	-
Stage 2	376	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.53	0	2.02
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	641	862	-
HCM Lane V/C Ratio	-	-	0.163	0.239	0.193	-
HCM Ctrl Dly (s/v)	-	-	23.2	12.4	10.2	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.9	0.7	-

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Total (2027)  
 Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	56	167	71	33	190	126
Future Volume (vph)	56	167	71	33	190	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899			0.946		
Flt Protected				0.967	0.971	
Satd. Flow (prot)	1675	0	0	1801	1711	0
Flt Permitted				0.967	0.971	
Satd. Flow (perm)	1675	0	0	1801	1711	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	61	182	80	37	250	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	243	0	0	117	416	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.2%
ICU Level of Service	A
Analysis Period (min)	15

Indian Trace Center Traffic Analysis  
 1: SW 160 Avenue & S New River Circle

Total (2027)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	10.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	167	71	33	190	126
Future Vol, veh/h	56	167	71	33	190	126
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	182	80	37	250	166

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	242	0	352	154
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1324	-	645	892
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1324	-	603	891
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.39	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1229	-
HCM Lane V/C Ratio	0.601	-	-	0.06	-
HCM Ctrl Dly (s/v)	17.7	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4	-	-	0.2	-

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Total (2027)  
 Timing Plan: PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	202	1101	56	158	594
Future Volume (vph)	25	202	1101	56	158	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	232	1147	58	163	612
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	232	1147	58	163	612
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.5%
ICU Level of Service	A
Analysis Period (min)	15

Indian Trace Center Traffic Analysis  
 2: Weston Road & S New River Circle

Total (2027)  
 Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	25	202	1101	56	158	594
Future Vol, veh/h	25	202	1101	56	158	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	232	1147	58	163	612

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1779	573	0	0	1205	0
Stage 1	1147	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	73	462	-	-	575	-
Stage 1	265	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	53	462	-	-	575	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.68	0	2.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	462	575
HCM Lane V/C Ratio	-	-	0.178	0.502	0.283
HCM Ctrl Dly (s/v)	-	-	32.1	20.4	13.7
HCM Lane LOS	-	-	D	C	B
HCM 95th %tile Q(veh)	-	-	0.6	2.8	1.2

**Table 2 Queue Summary**

LOCATION	SCENARIO	TIME	WBL		WBR		NBLTR		NBR		SBL	
			LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE
SW 160 Avenue & S New River Circle	Existing	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Background	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Total	AM	3'		-	-	30'		-	-	-	-
		PM	5'		-	-	100'		-	-	-	-
Weston Road & S New River Circle	Existing	AM	13'		18'		-	-	0'		13'	
		PM	15'		48'	115'	-	-	0'	210'	20'	210'
	Background	AM	13'		18'		-	-	0'		13'	
		PM	15'		50'	115'	-	-	0'	210'	20'	210'
	Total	AM	15'		23'		-	-	0'		18'	
		PM	15'		70'	115'	-	-	0'	210'	30'	210'

## Conclusion

Based on the analysis presented herein, assuming that all project traffic enters and exits the site from and to the north, respectively, the proposed development will not have a significant impact at the intersections located north of the site. The study intersections currently operate, as are expected to continue to operate, at an acceptable overall level of service with the additional traffic from the proposed development.

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

Sincerely,

\_\_\_\_\_  
 Natalia Thais Lercari, P.E.  
 Professional Engineer  
 License No. 68205  
 State of Florida, Board of Professional Engineers