



MEETING OF THE SUNRISE CITY COMMISSION IN ITS CAPACITY AS THE LOCAL PLANNING AGENCY

Local Planning Agency Meeting will be held at 10770 West Oakland Park Blvd., Sunrise, Florida 33351, The City of Sunrise Local Planning Agency Meeting will be hosted both an in-person format and a virtual format. Telephone call in number: 954-395-2401 Access Code: 368262 Attendees can press 5* on their phone keypad to make a comment during public hearings or during open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties please call 954-578-4792. Contact the City Manager's Office for additional information via mail to City Manager's Office, 10770 West Oakland Park Boulevard, Sunrise, FL 33351, via email to CityManager@sunrisefl.gov or via phone 954-746-3430.

LOCAL PLANNING AGENCY MEETING AGENDA Tuesday, March 3, 2026 - 5:55 PM

- (1) Call To Order**
- (2) Roll Call**
- (3) Moment of Silence and Pledge of Allegiance**
- (4) Open Discussion**
- (5) Public Hearings**

(A) Rezoning to PDD

C25309

Local Planning Agency discussion and/or action Re: An Ordinance of the City of Sunrise, Florida, approving a Rezoning from Community Business District (B-2) to Planned Development District (PDD) of approximately fifteen (15) acres of land generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Broward County, Florida; amending the zoning district map to reflect the rezoning; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled on LPA 1/13/26

Passed 5-0).(Tabled LPA 2/3/26, Passed 5-0)

Adjournment

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based F.S.S. 286.0105

The City does not tolerate discrimination in any of its programs, services or activities, and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status. **In compliance with the ADA and F.S.S. 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.**

If you plan to distribute written documents at the meeting, you must provide 10 copies to the City Clerk prior to the start of the meeting.



AGENDA ITEM REQUEST

Originating Department: Community Development Department

Item Title: Rezoning to PDD

Item Number: 5A

Meeting Date: 3/3/2026

City Reference Number (C#): C25309

Item Description:

Local Planning Agency discussion and/or action Re: An Ordinance of the City of Sunrise, Florida, approving a Rezoning from Community Business District (B-2) to Planned Development District (PDD) of approximately fifteen (15) acres of land generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Broward County, Florida; amending the zoning district map to reflect the rezoning; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled on LPA 1/13/26 Passed 5-0).(Tabled LPA 2/3/26, Passed 5-0)

Funding:

N/A

Amount:

N/A

ATTACHMENTS:

ATY Ordinance - C25309
Exhibit A - Sketch and Legal Description
Exhibit B - Staff Report
Letter of Intent
Traffic Study
Public Notice
Display Ad Proof
Additional Traffic Study – February 24, 2026

Background:

Pursuant to Section 163.3174(4), Florida Statutes, the City Commission (acting as the Local Planning Agency) is required to hold a duly advertised public hearing in order to review and make recommendations to the governing body regarding the proposed rezoning.

This is an application to rezone approximately fifteen (15) acres from Community Business District (B-2) to Planned Development District (PDD), generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map in the attached Staff Report. Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial, and office uses.

The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The proposed rezoning requires City Commission approval pursuant Subsection 16-38(e) of the Land Development Code. In addition, per Subsection 16-109(e) of the LDC, upon application for rezoning to a PDD district, the applicant shall provide a Development Agreement in compliance with Sections 163.3220 - 163.3243, Florida Statutes and a PDD Master Plan.

The applicant has concurrently applied for and is seeking approval of a PDD Master, a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land which is expected to be presented at a future City Commission meeting.

Staff recommends approval of the proposed rezoning from Community Business

District (B-2) to Planned Development District (PDD) subject to the following conditions as listed below:

1. The applicant shall provide an executed and unified control document prior to the first building permit for vertical construction as approved by the City Attorney's Office.
2. City Commission approval of the associated Master Plan (MP-000303-2025).
3. City Commission approval of the associated Development Agreement (DEVAG-000209-2025).

Staff completed an open building permit and code violation search. There are five open building permits and no active code violations or liens.

For more information on this item, including any of the attachments to this item or additional backup information, please contact the Community Development Department staff member identified below.

Additional Information for March 3, 2026

In response to the previous hearing, the applicant has submitted an additional traffic study as attached.

Department Head Recommendation:

Approval

Person With Additional Information:

Name: Jim Koeth

Phone: 954-746-3279

Department Head Name and Title:

Shannon Ley, P.E., Director of Community Development

City Manager:

Authorized for agenda placement

SUNRISE, FLORIDA

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, APPROVING A REZONING FROM COMMUNITY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) OF APPROXIMATELY FIFTEEN (15) ACRES OF LAND GENERALLY LOCATED AT THE NORTHEAST CORNER OF SW 160 AVENUE AND SW 14 STREET (INDIAN TRACE), WITHIN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA; AMENDING THE ZONING DISTRICT MAP TO REFLECT THE REZONING; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Weston Hotel Management 18 LLC (Applicant) has applied to amend the City of Sunrise's Zoning Map; and

WHEREAS, the Applicant desires to rezone from Community Business District (B-2) to Planned Development District (PDD), approximately 15 acres of land generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Florida; and

WHEREAS, the area to be rezoned excludes the existing gas station, billboard site, and day care center as reflected in the sketch and legal description attached to and made a part of this Ordinance as Exhibit A; and

WHEREAS, in accordance with the City's Comprehensive Plan, the underlying land use designation for the subject property is Commercial, and in accordance with the Broward County Land Use Plan, the underlying land use designation for the subject property is Commerce, both of which allow for the Planned Development District (PDD) zoning designation; and

WHEREAS, the Planning and Zoning Board held a meeting on Thursday, December 4, 2025, and recommended approval of the proposed rezoning; and

WHEREAS, the City Commission of the City of Sunrise, sitting as the Local Planning Agency, held a duly noticed public hearing as required by law regarding the proposed rezoning.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF SUNRISE, FLORIDA:

Section 1. The foregoing Whereas clauses are hereby ratified and incorporated as the legislative intent of this Ordinance.

Section 2. Rezoning and Amendment to Zoning District Map. Pursuant to Application No. RZ-000203-2025, the approximately 15 acres of land generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), more particularly described in the sketch and legal description attached to and made a part of this Ordinance as Exhibit A, is rezoned from Community Business District (B-2) to Planned Development District (PDD). The City of Sunrise Zoning District Map is hereby amended accordingly from Community Business District (B-2) to Planned Development District (PDD). The Applicant, the property owner, and their successors and assigns shall comply with all staff recommendations and conditions set forth in the Community Development Department's Staff Report to the City Commission, including those in the Staff Recommendation to the Planning and Zoning Board section. A copy of the Staff Report is attached to and made a part of this Ordinance as Exhibit B.

Section 3. Conflict. All ordinances or parts of ordinances, all City Code sections or parts of City Code sections, and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 4. Severability. Should any provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof, other than the part declared to be invalid.

Section 6. Effective Date. This Ordinance shall be effective immediately upon its passage.

PASSED AND ADOPTED upon this first reading this _____ DAY OF _____, 2026.

PASSED AND ADOPTED upon this second reading this _____ DAY OF _____, 2026.

Mayor Michael J. Ryan

Authentication:

Felicia M. Bravo
City Clerk

FIRST READING

MOTION: _____
SECOND: _____

CLARKE: _____
GUZMAN: _____
KERCH: _____
SCUOTTO: _____
RYAN: _____

Approved by the City Attorney
as to Form and Legal Sufficiency

SECOND READING

MOTION: _____
SECOND: _____

CLARKE: _____
GUZMAN: _____
KERCH: _____
SCUOTTO: _____
RYAN: _____

Thomas P. Moss



SKETCH AND LEGAL DESCRIPTION

BY

PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870



LEGAL DESCRIPTION:

ALL OF PARCEL "K-2" AND A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE**", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID PARCEL "K-2"; THENCE NORTH 89°52'18" EAST, ALONG THE NORTH LINE OF SAID PARCELS "K-2" AND "K", A DISTANCE OF 434.95 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE EASTERLY AND SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 354.39 FEET, A CENTRAL ANGLE OF 16°43'54", FOR AN ARC DISTANCE OF 103.49 FEET TO A POINT OF NON-TANGENCY; THENCE SOUTH 00°07'42" EAST 133.91 FEET; THENCE SOUTH 64°07'42" EAST 20.68 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 2232.21 FEET, A CENTRAL ANGLE OF 09°18'54", FOR AN ARC DISTANCE OF 362.91 FEET TO A POINT ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST, ALSO BEING REFERENCE POINT 'A'; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 05°15'37", FOR AN ARC DISTANCE OF 813.37 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL "K"; THENCE SOUTH 89°46'02" WEST 476.29 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL "K"; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K" 428.83 FEET; THENCE NORTH 89°52'18" EAST 200.00 FEET; THENCE NORTH 00°07'42" WEST 185.00 FEET; THENCE SOUTH 89°52'18" WEST 195.15 FEET TO A POINT ON SAID WEST LINE; THENCE NORTH 08°46'02" EAST ALONG SAID WEST LINE 214.36 FEET; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K-2" 208.71 FEET TO THE **POINT OF BEGINNING**.

LESS THE FOLLOWING:

A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE**", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT REFERENCE POINT 'A' BEING ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 00°10'44", FOR AN ARC DISTANCE OF 27.65 FEET; THENCE NORTH 55°49'23" WEST 25.12 FEET TO THE **POINT OF BEGINNING**; THENCE SOUTH 32°37'24" WEST 24.02 FEET; THENCE NORTH 61°30'29" WEST 30.78 FEET; THENCE NORTH 61°30'45" WEST 23.42 FEET; THENCE NORTH 32°37'24" EAST 27.93 FEET; THENCE SOUTH 57°22'49" EAST 54.06 FEET TO THE **POINT OF BEGINNING**.

SAID LANDS LYING AND BEING IN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA, AND CONTAINING A TOTAL OF 652,131 SQUARE FEET (14.9709 ACRES), MORE OR LESS.

CLIENT: H & M DEVELOPMENT

SCALE: N/A

DRAWN: L.H.

ORDER NO.: 75103C; 73921C

DATE: 2/11/25; REV 11/18/25

REZONING

SUNRISE, BROWARD COUNTY, FLORIDA

FOR: SUNRISE HOTEL SITE

SHEET 1 OF 4

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 THRU 4, INCLUSIVE

- JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
- VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
- MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
STATE OF FLORIDA



SKETCH AND LEGAL DESCRIPTION

BY

PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com

CERTIFICATE OF AUTHORIZATION LB#3870



NOTES:

1. THIS SKETCH IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN, WITH THE NORTH LINE OF PARCEL "K" BEING N89°52'18"E
3. THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
4. ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.

CLIENT: H & M DEVELOPMENT

SCALE: N/A

DRAWN: L.H.

ORDER NO.: 75103C; 73921C

DATE: 2/11/25; REV 11/18/25

REZONING

SUNRISE, BROWARD COUNTY, FLORIDA

FOR: SUNRISE HOTEL SITE

SHEET 2 OF 4

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 THRU 4, INCLUSIVE



SKETCH AND LEGAL DESCRIPTION

BY

PULICE LAND SURVEYORS, INC.

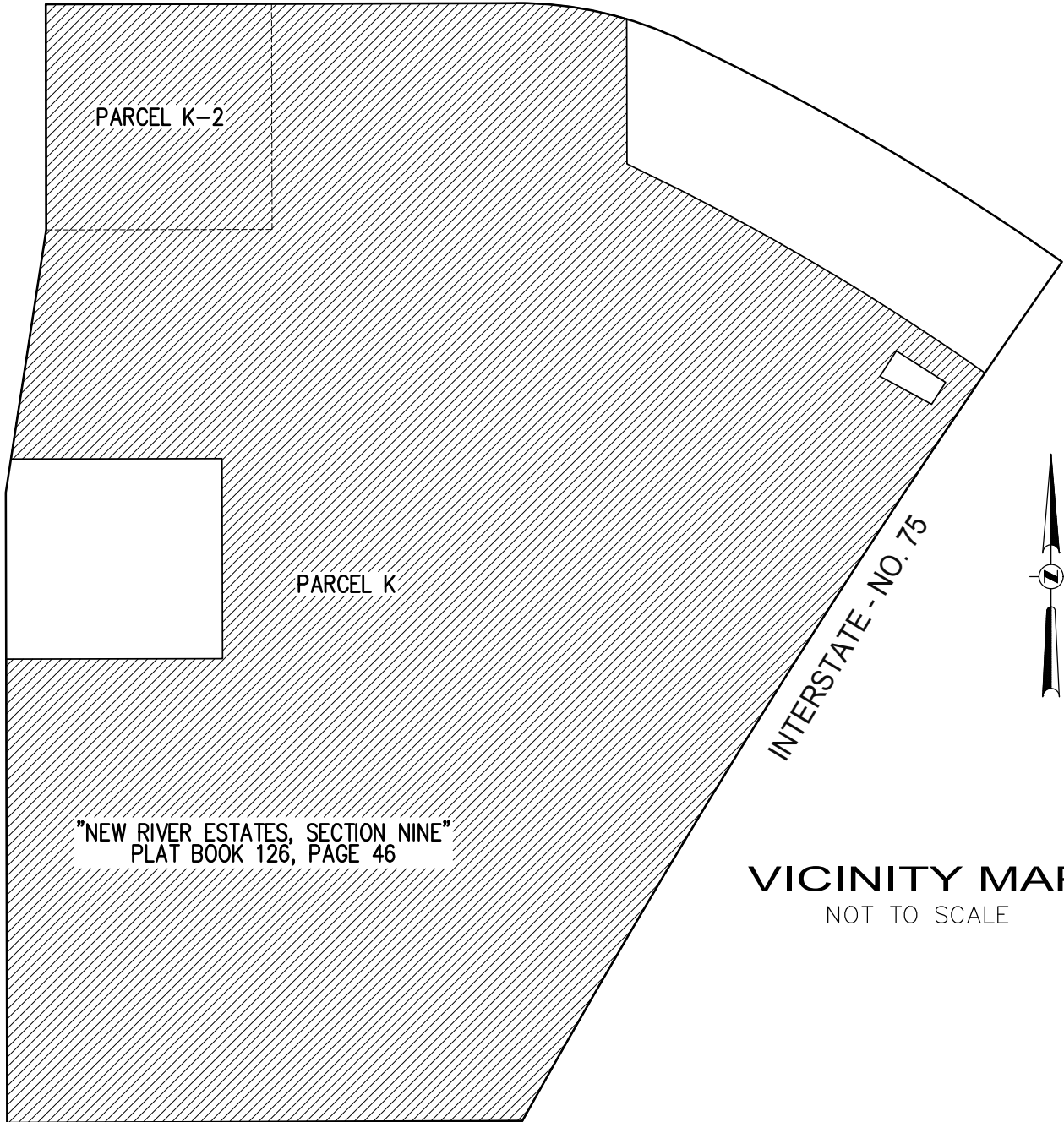
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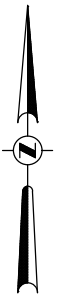
CERTIFICATE OF AUTHORIZATION LB#3870



SW 160TH AVENUE



"NEW RIVER ESTATES, SECTION NINE"
PLAT BOOK 126, PAGE 46



VICINITY MAP

NOT TO SCALE

CLIENT: H & M DEVELOPMENT

SCALE: NTS

DRAWN: L.H.

ORDER NO.: 75103C; 73921C

DATE: 2/11/25; REV 11/18/25

REZONING

SUNRISE, BROWARD COUNTY, FLORIDA

FOR: SUNRISE HOTEL SITE

SHEET 3 OF 4

THIS DOCUMENT IS NEITHER FULL NOR
COMPLETE WITHOUT SHEETS 1 THRU 4,
INCLUSIVE



SKETCH AND LEGAL DESCRIPTION

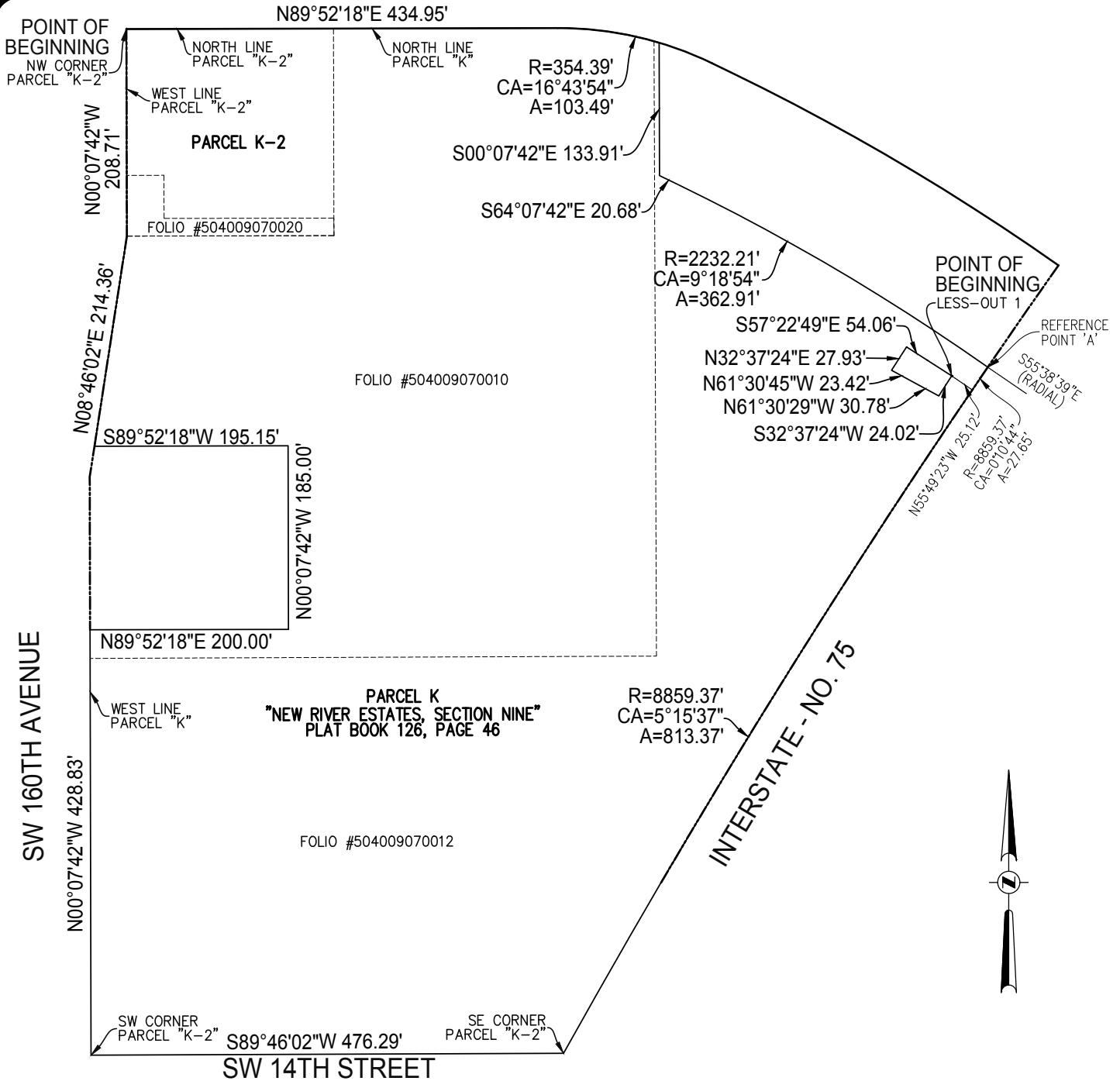
BY

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TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com

CERTIFICATE OF AUTHORIZATION LB#3870



CLIENT: H & M DEVELOPMENT	
SCALE: 1"=150'	DRAWN: L.H.
ORDER NO.: 75103C; 73921C	
DATE: 2/11/25; REV 11/18/25	
REZONING	
SUNRISE, BROWARD COUNTY, FLORIDA	
FOR: SUNRISE HOTEL SITE	

SHEET 4 OF 4

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 THRU 4, INCLUSIVE

LEGEND & ABBREVIATIONS:

R RADIUS
CA CENTRAL ANGLE
A ARC LENGTH



STAFF REPORT

CAMINO REAL (REZONING)

Summary

This is an application to rezone approximately fifteen (15) acres from Community Business District (B-2) to Planned Development District (PDD), generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map. Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial and office uses.

The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The proposed rezoning requires City Commission approval pursuant Subsection 16-38(e) of the Land Development Code (LDC). In addition, per Subsection 16-109(e) of the LDC, upon application for rezoning to a PDD district, the applicant shall provide a Development Agreement in compliance with Sections 163.3220 - 163.3243, Florida Statutes and a PDD Master Plan.

The applicant has concurrently applied for and is seeking approval of a PDD Master, a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land.

General Information

The subject site's original master plan and phase I site plan was approved on April 27, 1987 via Resolution No. 87-90 and subsequently approvals for other phased buildings were approved.

The site includes a commercial shopping center, known as Indian Trace Shopping Center, which includes retail, restaurant, a movie theater, a five (5) story office building, and vacant undeveloped land on the eastern section of the site. A billboard parcel is located within the proposed site for rezoning, however that portion is excluded from the rezoning request, as well as the existing gas station and day care center. Two vehicular access points exist from SW 160 Avenue.

Surrounding property uses include I-75 to the east, a hotel south across SW 14 Street within the Town of Davie, a gas station with a B-2 (Community Business District) zoning designation and a shopping center within the City of Weston across SW 160 Avenue on the west. To the north of the site is a day care center with a B-2 (Community Business District) zoning designation, a canal with a R-OS (Recreation-Open Space) zoning designation and a single family residential community with RS-3 (Low Density Single-Family Residential District).

Project Description

As per the City’s LDC Sec. 16-109, the proposed rezoning provides the opportunity for additional design types by allowing for greater flexibility, creativity, and innovation in land development than other conventional zoning districts. This rezoning request is being proposed in order to facilitate the development of the vacant land (also known as Parcel 1) into a hotel located on the eastern portion of the subject site, as well as redevelopment of portions of the remaining shopping center as a mixed-use development with residential use at a future date.

As per Sec. 16-109(d)(13)(a) for Planned Development District (PDD) Development Standards, a developer seeking to rezone land to a PDD district may submit with the rezoning application proposed supplemental regulations for the PDD, to be included in the development agreement. Such submittal shall identify each provision of the proposed supplemental regulations that is in conflict with the PDD development regulations as provided in subsection (d). If approved as part of the PDD rezoning, the supplemental regulations shall supersede existing LDC regulations. The applicant is proposing the following alternative standards:

Proposed Setback Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
16-78(g)	Building Setbacks	Parcel 1 East Property Line: Adjacent to I-75': Min. of 75'	Parcel 1 11'-6"	Due to the adjacency of I-75, the building setback has been reduced to minimize the impact on the adjacent parcels and due to odd parcel shape/format. Additionally, required mitigation trees are proposed within the FDOT I-75 ROW to be installed by FDOT with the future roadway improvements project. These trees shall be bonded with the city via a fee-in-lieu contribution until after the 1 yr guarantee period post-installation. The future trees in the FDOT ROW will provide additional screening

				of the proposed development. Furthermore, enhanced landscaping including shrubs and groundcovers above code and a continuous Hedgerow planted at 60" height and maintained at 6 ft are provided within the on-site 9.5-foot minimum landscape buffer strip.
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Proposed Parking & Loading Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
	Internal Sidewalks	Minimum of 5' wide	Minimum of 4' wide	Walkways within the parking areas are for internal purposes and therefore are proposed as 4' wide, not the 5' requested. These 4' walkways allow the safe passage through the parking areas within the site. The sidewalks at the accessible spaces and at the primary connections to the building will be 5' wide.
16-148 (d) (4)	Loading Zones for Parcel 1	Minimum of 2 required	1	Due to the nature of a hotel operation (limited deliveries/ laundry is performed in-house), the need to the second loading zone is not necessary.
16-142(b)(1)(a)	Standard Parking Space Size	10' x 20'	9' x 18'	The resulting parking areas due to the geometry of the property and the preferred building placement are best utilized using 9' x 18' standard parking spaces.

Proposed Open Space Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
16-109 (d) (8)	Open space	Minimum 15%	3.5%	Common open space has been provided in the form of public art located at the hotel entry, as well as the existing common open space within the shopping center. Additional open space will be provided in Phase 2 to reduce the deviation request.

Landscape Deviations

In order to provide the proposed landscaping in excess of current code requirements,

some of the site-specific landscape requirements shall be relocated from the code-required areas, to the various areas within the site. The code required quantity of trees shall be provided on-site but their location may not be in the code-required location. Therefore, the landscape design for the Project shall adhere to the provisions contained in Article VIII, Functional Landscaping of the City of Sunrise Code or Ordinances, except as set forth with the following deviations.

Proposed Landscape Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
Sec.16-169.(a)(1)a	Berm & Landscape Strip width	Combined 24" ht Min. Berm w/ 24" ht Shrub Line to 4 ft ht within Landscape Strip 20 ft width where abutting a trafficway (East @ I-75) <u>A bermed landscaped strip at least 20 foot width where abutting a trafficway (East @ I-75)</u>	For Parcel 1: -9.5 ft Min. landscape strip (at back of house service sidewalk) -No Berm -60" Ht. Hedge at install provided, to be maintained at 6 ft Ht	Due to the adjacency of I-75, odd parcel shape/format, and to minimize impacts to adjacent parcels To be Provided: -Enhanced landscaping including shrubs and ground covers above code are provided within the on-site 9.5 minimum landscape buffer strip. -Required Buffer trees provided including large maturing Shade Trees and meet intent of Code. Small trees are provided within the existing billboard view corridor & counted @ 2:1
<u>Sec.16-169.(a).1.c</u>	<u>Berm Height Requirements</u>	<u>Average height of the berm plus hedge or shrub line shall be at least (4) feet</u> <u>The berm must be a minimum of (24) inches in height</u>	<u>-No Berm</u> <u>-60 inch height.</u> <u>Hedge at install provided, to be maintained at 6 feet Height</u>	<u>To be Provided:</u> <u>-Enhanced landscaping including shrubs and ground covers above code are provided within the on-site 9.5 foot minimum landscape buffer strip.</u>
<u>Sec.16-169.(a).2</u>	<u>Tree specifications</u>	<u>A required landscape strip shall include (1) tree per each (25) lineal feet or fraction thereof.</u> <u>No branching shall be permitted below five (5) feet except when said branches overhang a</u>	<u>-Branching proposed at 3.5 to 4 feet for small trees except in areas that overhang into pedestrian paths and bike lanes.</u>	<u>To be Provided:</u> <u>-Required Buffer trees provided including large maturing Shade Trees and meet intent of Code. Small trees are provided within the existing billboard view corridor & counted @ 2:1</u>

		<u>pedestrian or bike path</u>		
Sec.16-169.(c)(2)	Grouping of Parking and landscape islands	No grouping of parking spaces shall exceed eight (8) in a row	Five (5) <u>Six (6)</u> groupings of parking to have nine (9) spaces in a row	This will help facilitate pedestrian circulation & accessibility to the principal structure
<u>Sec.16-169.(c).2.a</u>	<u>Landscape Islands and Medians</u>	<u>Landscape islands and medians required to be 8 feet wide not including curbing</u>	<u>Landscape islands and medians proposed at 8 feet wide, including curbing</u>	<u>Due to odd parcel shape/format, increasing the landscape island and median width would require reducing drive aisle width below minimum code requirements.</u>
Sec.16-169.(d).1	Pedestrian Zone Landscaping	In no case shall the required pedestrian zone have a foundation planting area less than eight (8) feet in width; nor shall more than five (5) feet of the width of the required pedestrian zone be paved except for necessary access perpendicular to building entries	For parcel 1: 10 FT Minimum Pedestrian Zone Landscaping (PZL), width to be provided with a planting area no less than 5 ft width. Required PZL may be relocated and the required planting areas reduced to no less than 2.5 ft width when recreational or other outdoor amenity spaces are proposed as part of the development South Façade: Min. 14.84 FT PZL w/ 9.84 FT Planting Area West Façade: Min. 10.5 FT PZL w/ 5.5 FT Planting Area, except Min. 2.5 FT Planting Area where PZL is relocated to South & West of pool terrace North Façade: 5 FT PLZ; 0 FT Planting Area, except Min. 4.45 FT Planting Area where PZL is relocated to North of pool terrace	Due to odd parcel shape/format, to provide site specific amenities incidental to the principal use (such as a pool for a hotel use, etc.), a reduced Pedestrian Zone Landscaping (PZL) width may be necessary in certain locations to accommodate required accessible routes

Sec.16-169.(d).3	Tree dimensions in Pedestrian Zone Landscape	Façade Ht.: 36 feet & greater Evergreen Tree Height: 18'-20' Ht., 9' spread Palm Ht.: 24-30 ft	Evergreen trees to be provided at 18' ht. Min. height, however where Slow Growing species are proposed, no less than 7 ft spread is specified	Reduced tree spreads provided in the PZL due to reduced PZL width and proximity to the multi-story structure.
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Staff Evaluation

The applicant has addressed the criteria established in Subsection 16-38(c) of the LDC for approval of the proposed rezoning as follows:

(1) That the request is consistent with the goals, objectives, policies, and intent of the City's Comprehensive Plan.

Applicant Response: The applicant states the proposed Rezoning application is consistent with the following goals, objectives and policies of the City Comprehensive Plan:

Future Land Use Element

Goal 2: Provide for a varied and diverse mix of commercial opportunities to serve the residents of the City of Sunrise and the South Florida Region.

Applicant Response: The proposed rezoning seeks to provide a diverse mix of uses that will target the needs of the surrounding neighborhoods. The purpose of seeking the PDD zoning designation is to enable the property owner to deliver a wide range and mix of uses that could not be achieved under the current zoning designation.

Policy 2.1.3: The City of Sunrise shall continue to encourage integration of mixed land uses by utilizing innovative environmental protection regulations and zoning techniques such as planned commercial/office development with residential, public schools and environmental areas where suitable.

Applicant Response: By seeking the PDD zoning designation, the property is able to provide commercial, office and hotel uses within close proximity to one another. The goal is to create opportunities for less vehicular traffic and more availability to walk or bike to nearby commercial uses for those that work or live in close proximity to the Property.

Policy 16.1.1: Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.

Applicant Response: The proposed rezoning establishes subdivision and land development regulations that will facilitate a well-planned, orderly, and aesthetically compatible development within the City. The rezoning supports a mix of uses that will enable the effective revitalization of the site. As the Property is already developed, the essential capital improvements—including roadway, utility, and drainage infrastructure—are in place to support the proposed Project. In addition, the Project will enhance pedestrian connectivity by providing a new sidewalk linking the proposed hotel to the existing shopping center, along with improved open spaces and an interconnected drainage system.

Goal 9 - Provide opportunities to serve the current and future needs of the City of Sunrise population and economy.

Applicant Response: The proposed PDD rezoning will facilitate the redevelopment of an underutilized parcel and enhance the existing commercial uses within the adjacent shopping center by introducing a modern, high-quality hotel use that is compatible with the surrounding area. The Project will serve as a catalyst for reinvestment on the Property and support the continued growth and economic vitality of the surrounding community. By improving the existing commercial environment and incorporating a new hospitality use, the proposed development is consistent with the City's long-term planning objectives and will provide additional amenities and opportunities for both residents and visitors.

Goal 14 - Protect Potable Water Wellfields, Zones of Influence, Wetlands and Areas Impacted by Mining and Fracking.

Applicant Response: This site is not within a potable water wellfield and there are no existing wetlands on the site.

Goal 15 - To minimize off-site runoff, flooding and erosion.

Applicant Response: The site is already permitted by SFWMD as part of the 84 South master drainage permit from SFWMD. A permit modification was later permitted for the Indian Trace Center under permit 06-00243-S. The drainage system is only required by provide ½" of dry pretreatment prior to discharging to the canal to the north. Water quality and water quantity are already provided for this site within the master lake system.

- (2) That the request is consistent with the density, intensity and general uses set forth in the city's future land use map (FLUM).**

Applicant Response: The proposed rezoning is consistent with the underlying Commercial future land use designation, which allows commercial, office and hotel uses. Additionally, residential uses are permitted, without the need to amend the City of Sunrise Future Land Use Plan map, provided that the City of Sunrise applies Flexibility and Redevelopment Units to the parcel pursuant to Policies 2.10.1 and 2.35.1 of the Broward County Land Use Plan (BCLUP) and the “Administrative Rules Document” Article 3. If Flexibility and Redevelopment units are not allocated, a future land use amendment may be required.

(3) That the request meets the purpose and criteria set forth in the city's land development code for the zoning district into which the property is to be converted.

Applicant Response: Section 16-109(a) of the Land Development Code states the purpose and intent of the PDD district “. . . is to promote and regulate the planned development of large projects, by allowing greater freedom of design, by improving the opportunity for flexibility, creativity and innovation in land development, by limiting the expenditure of public funds, and by achieving the intent of land use regulations.” This section specifically lists the below criteria as the intent and purpose of the PDD district.

- Allow diversification of uses, structures, and open spaces when not in conflict with existing and permitted land uses on abutting properties.

Applicant Response: The application of the PDD zoning designation will facilitate a coordinated mix of hotel, commercial, and future residential uses that are compatible with the surrounding development context. The Property is primarily bordered by commercial uses and I-75, with residential neighborhoods situated to the north. The proposed mix of uses has been thoughtfully planned to ensure compatibility with adjacent land uses and to maintain consistency with the established character and functional intent of the area.

- Reduce improvement costs through a more efficient use of land and a smaller network of utilities and streets than is possible through the application of standards contained in conventional land development regulations.

Applicant Response: The Camino Real PDD will reduce improvement costs by creating a unified mixed-use development that relies on existing roadways and infrastructure. Applying the PDD zoning designation allows for a more efficient use of land and avoids the need for additional utility and roadway extensions that might otherwise be required under conventional zoning regulations.

- Conserve the natural amenities of land by encouraging the preservation of

environmentally significant, scenic or functional open space.

Applicant Response: There are no environmentally significant or scenic lands within the Camino Real PDD.

- Provide the maximum opportunity for the application of innovative site planning concepts to the creation of aesthetically pleasing environments for living, shopping, and working on properties of adequate size, shape and location.

Applicant Response: Per Section 16-109(d)(1), the minimum size for a PDD district is eight (8) acres. The Camino Real PDD is approximately 15 acres which exceeds this minimum and features a size and shape well suited to support a thoughtfully planned mix of hotel, commercial, office, and residential uses. Its location, along I-75, provides an ideal location to incorporate innovative site planning and design opportunities.

Phase 1 focuses on the development of a 174-room hotel, with site and building design that reflects an innovative approach to creating an aesthetically pleasing environment that supports both visitors and the surrounding community. The hotel parcel's design balances functionality with visual appeal, setting the tone for future development, and will include buildings of varying scales to create a neighborhood feel, while allowing for open areas that will serve as gathering spaces.

Phase 2 includes the existing Indian Trace Shopping Center, which provides ongoing commercial and office uses that will remain in place for the near future. Future plans for this phase will introduce residential, commercial, and office uses, further expanding the mixed-use character of the PDD.

- Ensure that development will occur according to the land use, site design, population density, building coverage, improvement standards, and construction phasing as authorized through the approval of a PDD master plan.

Applicant Response: All development within the Camino Real PDD will comply with all the standards listed within these guidelines and within the approved Camino Real PDD Master Plan.

- Provide the city commission a greater opportunity to enforce the goals, objectives and policies of the Comprehensive Plan on site-specific projects.

Applicant Response: Proposal is consistent with the Comprehensive Plan.

- Ensure that concurrent development of all uses will occur as the project is developed, so that the presumed synergy of the mixed uses will be achieved.

Applicant Response: The proposed development is planned in multiple phases to foster the synergy inherent in mixed-use projects. Phase 1, focused on the hotel, establishes a foundational use that supports and attracts activity to the site. Phase 2, which includes the existing Indian Trace Shopping Center with commercial and office uses, is anticipated to introduce additional residential, commercial, and office development over time. Additionally, future pedestrian connections and improvements with access to transit and pedestrian facilities on SW 160th Ave. will be provided in Phase 2. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals.

- Provide for other limitations, restrictions and requirements as deemed necessary.

Applicant Response: All design requirements for the Camino Real PDD are listed in the Design Guidelines, which provide clear criteria for architecture, landscaping, lighting, signage, and other site elements. Uses within the PDD are limited to those outlined in the proposed Design Guidelines, which currently include hotel development in Phase 1 and a mix of commercial, office, and residential uses planned for Phase 2.

- To reduce the effects of natural disasters and to promote safer environments through strategic urban design.

Applicant Response: The building will be designed in compliance with the latest edition of the Florida Building Code, as required by the City of Sunrise Building Division which incorporates the necessary structural criteria for resistance to high-wind events. All exterior elements, including impact resistant windows and doors, roofing designed for uplift, and attachment of appurtenances (such as AC equipment) will have tested systems for compliance with all applicable codes and structural criteria. The buildings within the Master Plan will have undulating frontages and heights, assisting in the distribution of wind-loads.

Additionally, the finished floor of the hotel will be above the flood criteria for the geographic location, and the site drainage design will be designed to absorb the above-the-minimum rainfall. The site drainage is oriented to the middle of the site, minimizing the chance of any overflow onto adjacent properties and common areas.

- (4) That the request is compatible with existing and proposed uses in the general vicinity.

Applicant Response: The proposed Camino Real PDD demonstrates compatibility with the existing and proposed uses in the general vicinity. The Property is enveloped by a diverse array of commercial, office, and residential developments, including the adjacent Indian Trace Shopping Center, which currently hosts retail and office uses that will remain for Phase 1. The Phase 1 hotel use is strategically positioned to complement local commercial activity and addresses the demand for hospitality accommodations owing to its location near I-75. A future phase is planned to incorporate additional commercial, office, and residential components, aligning with the surrounding development and land use designations. The proposed variety of uses within the PDD are appropriate for the locality and aims to enrich the existing character of the neighborhood, particularly the residential community to the north, while fostering a vibrant and integrated community environment.

- (5) That the request will not place an undue burden on existing infrastructure and existing capacity for the property or its general vicinity or that the applicant will provide appropriate improvements to offset the impacts.

Applicant Response: A concurrency analysis demonstrating that the Project will not place an undue burden on existing infrastructure and existing capacity has been provided with this submittal. Additionally, on and off-site infrastructure has been analyzed for the existing development and Phase 1 impacts. Phase 2 impacts will be analyzed and addressed (as needed) at time of redevelopment.

- (6) That the request shall document any changed or changing conditions which make approval of the request appropriate.

Applicant Response: Several changing circumstances underscore the appropriateness of the proposed rezoning from B-2 to PDD. Firstly, this rezoning aims to invigorate the existing shopping center, transforming it into a more dynamic and contemporary mixed-use development that meets the current needs of residents while aligning the established upscale character of the City. Secondly, the introduction of a hotel on an underutilized vacant parcel will foster compatibility with the surrounding area, activate a strategic site along I-75, and facilitate the redevelopment of the Indian Trace Shopping Center. The original design of the shopping center in the 1980's was tailored to the needs of and be consistent with the character of the surrounding neighborhood. Over time, the needs and character of the local community; however these aspects have evolved over time. This rezoning would enable the shopping center's redeveloped into a vibrant,

mixed-use space that better reflects the contemporary character of the neighborhood. Lastly, the proposed rezoning aligns with the City's commitment to upholding high development standards and enhancing the quality of its neighborhoods.

Staff Recommendation

Staff recommends approval of the proposed rezoning from Community Business District (B-2) to Planned Development District (PDD) subject to the following conditions as listed below:

1. The applicant shall provide an executed and unified control document prior to the first building permit for vertical construction as approved by the City Attorney's Office.
2. City Commission approval of the associated Master Plan (MP-000303-2025).
3. City Commission approval of the associated Development Agreement (DEVAG-000209-2025).

Planning and Zoning Board Recommendation, December 4, 2025

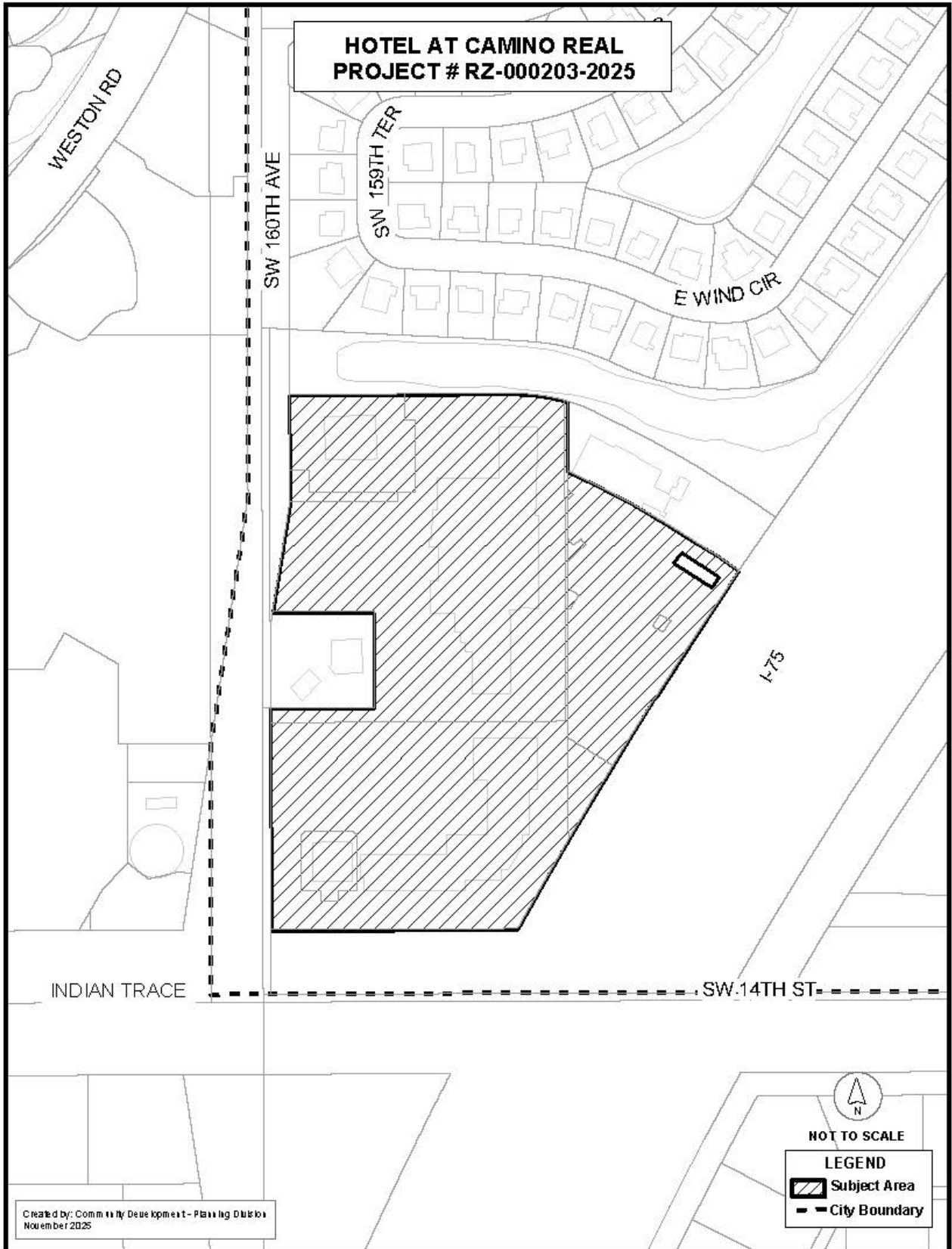
At its meeting on December 4, 2025, the Board approved Staff's recommendation subject to the conditions listed above.

Final Staff Recommendation to the City Commission, January 13, 2026

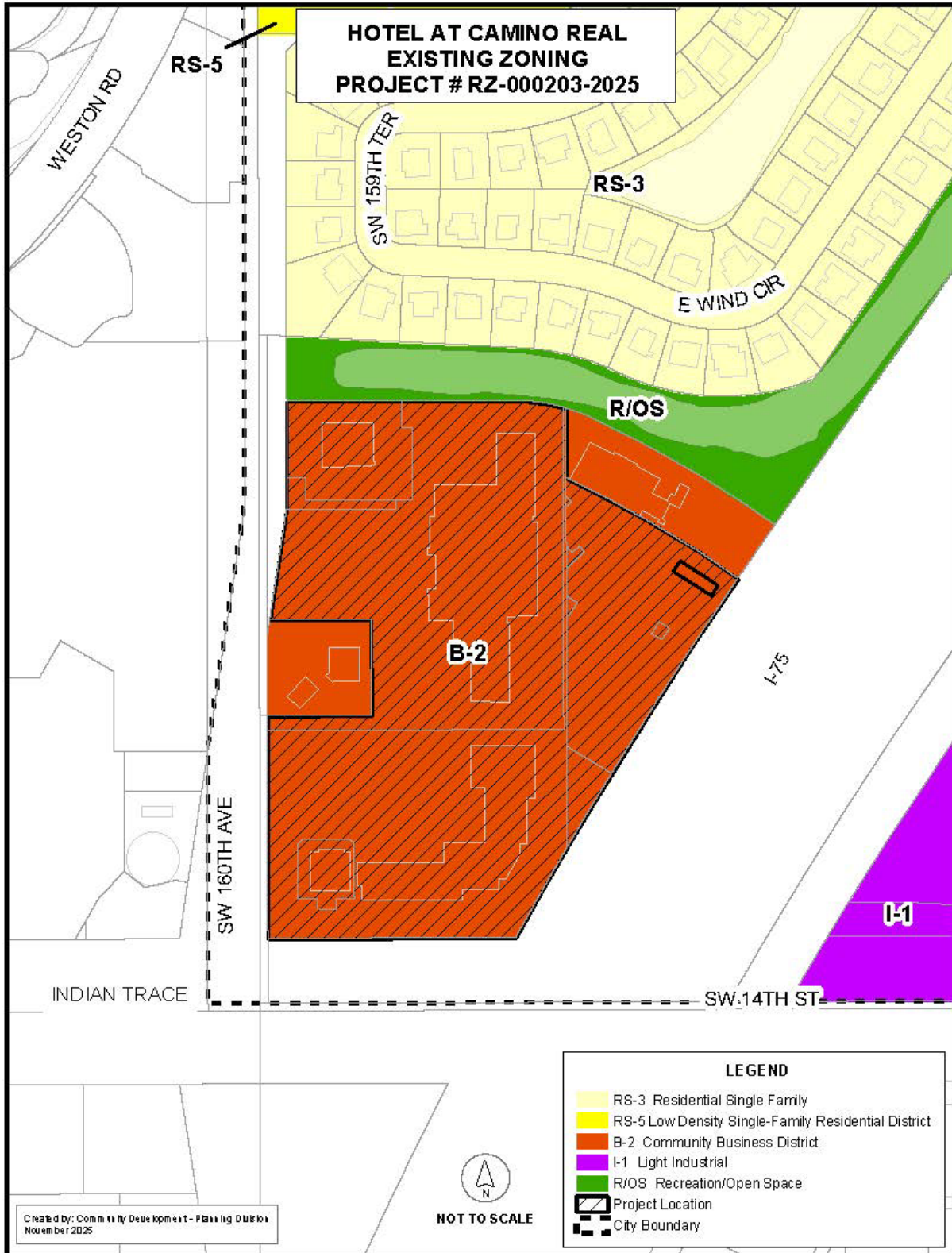
The staff report, specifically the Project Description Section in the Proposed Landscape Deviations Table has been updated as shown in strikethrough and underline to account for additional information provided. The referenced changes are not substantial. Staff recommends the approval of this application subject to the conditions listed above.

Planner: Sylvia Miller / Jim Koeth
File No. RZ-000203-2025

Location Map



Location Map with Existing Zoning Districts





BONNIE MISKEL • SCOTT BACKMAN • ERIC COFFMAN • HOPE CALHOUN
DWAYNE DICKERSON • ELE ZACHARIADES • CHRISTINA BILENKI
DAVID MILLEDGE • SARA THOMPSON • JEFFREY SCHNEIDER • SAMUEL EPSTEIN

November 19, 2025

Ms. Shannon Ley, PE
Community Development Director
City of Sunrise
10770 West Oakland Park Boulevard
Sunrise, FL 33351

RE: Camino Real PDD-Rezoning Application

Dear Ms. Ley,

Weston Hotel Management 18 LLC (“Applicant”) is the contract purchaser of the +/- 2.46-acre vacant parcel generally located on the northeast corner of SW 14th Street and SW 160th Avenue (folio: 504009070011) (“Vacant Parcel”) in the City of Sunrise (“City”). Adjacent to the Vacant Parcel is the Indian Trace Shopping Center (folios: 504009070010, 504009070021, 504009070012, 504009070014, 504009070015, 504009070017, and 504009070020), collectively referred to with the Vacant Parcel as the “Property.” The Property, totaling 14.98 acres, is zoned B-2, Community Business on the City’s Zoning Map, and contains a Commercial future land use designation on the City’s Future Land Use Map.

The Indian Trace Shopping Center’s master plan, approved on April 27, 1987, authorized the existing commercial and office uses on-site. It has been revised over time, most recently on December 18, 2006. Although the plan included the future development of the Vacant Parcel as an Office Showroom, this portion of the project was never constructed. Now, the Applicant proposes to rezone the Property from B-2 to Planned Development District (“PDD”) to redevelop the Property in two phases. Phase 1 includes the construction of a 174-unit hotel with a swimming pool, fitness center, meeting room, and dining facilities on the Vacant Parcel. Additionally, off-site improvements are proposed in Phase 1 at the entrance along SW 160th Avenue with a new driveway entrance consisting of new striping, landscape island with trees, a new monument sign, sidewalk, and pavers and ground cover landscaping in median. As part of the surrounding roadway improvements, the Florida Department of Transportation (FDOT) is currently designing landscape enhancements along the I-75 corridor. The Applicant is proposing additional landscaping beyond FDOT’s original plan to further enhance the area. To implement these enhancements, the Applicant will enter into an agreement with the City, through which the Applicant will pay the City for the cost of the additional landscaping, and the City will then forward those funds to FDOT so the improvements can be included in FDOT’s overall plan. Phase 2

envisions a future mixed-use community featuring multifamily residential units, commercial spaces, and office uses (collectively, the “Project”).

As part of the existing conditions on the Property, there is a small, separately folioed parcel (folio # 504009070016) located entirely within the boundaries of the Vacant Parcel (the “Billboard Parcel”), which contains a billboard structure. A portion of the billboard aerially extends over the Vacant Parcel, as is permitted by an existing Easement Agreement recorded in ORB 49050, Page 371, in the Public Records of Broward County, Florida. Following the Applicant’s purchase of the Vacant Parcel, the property lines of the Billboard Parcel will be adjusted to include the portions of the billboard structure that currently hover over the Vacant Parcel. In turn, an easement will be granted back to the Vacant Parcel to allow for continued use of the land for hotel-related site improvements, such as landscaping, drive aisles, and parking. This Billboard parcel is not a part of the rezoning application.

In connection with the submission of the rezoning application, the Applicant is submitting a Master Plan application in accordance with Section 16-109(e) of the City’s Land Development Code. The full application package includes a Site Plan, a Plat Note Amendment, Development Agreement with Design Guidelines and a DRI Amendment request to support the proposed Project. All applications and documents currently under review, which includes the Rezoning, Site Plan, Plat Note Amendment, Master Plan, Development Agreement, Design Guidelines, and DRI Amendment, are intended to authorize immediate development of a hotel within Phase 1 only. Phase 2 is planned to include future residential, commercial, and office uses on the remaining portions of the Property. While these general uses have been identified, specific plans for Phase 2 have not yet been developed. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals. The Phase 2 approval process, among other things, will ensure that all concurrency and other impact associated with the proposed residential density are fully analyzed in accordance with applicable regulations.

Phase 1 of the Project will revitalize an underutilized parcel, whereas Phase 2 will enhance the existing commercial uses within the shopping center, together providing a modern, high-quality hospitality option that complements the surrounding area. The proposed Project will not only bring a quality hotel to the area but will also serve as a key step in revitalizing the Property and supporting the growth of the surrounding community. By modernizing the existing commercial uses and introducing a hotel, the Project will contribute to the City’s long-term goals and provide new opportunities for residents and visitors alike. The Applicant will conduct public outreach efforts with the adjacent residential community to the north prior to the City Commission meeting.

The proposed rezoning seeks to better utilize the commercial uses to create a hub of activity that is best suited for a mix of uses that would cater to pedestrians and activities best located close to a hotel use. Per Section 16-38(c) of the City Code, the City Commission must find that a petition for a rezoning complies with each of the criteria listed below.

1. The amendment is consistent with the goals, objectives and policies and intent of the City's Comprehensive Plan;

The proposed PDD rezoning is consistent with the following goals, objectives and policies of the City's Comprehensive Plan:

Goal 2: Provide for a varied and diverse mix of commercial opportunities to serve the residents of the City of Sunrise and the South Florida Region.

The proposed rezoning seeks to provide a diverse mix of uses that will target the needs of the surrounding neighborhoods. The purpose of seeking the PDD zoning designation is to enable the property owner to deliver a wide range and mix of uses that could not be achieved under the current zoning designation.

Policy 2.1.3: The City of Sunrise shall continue to encourage integration of mixed land uses by utilizing innovative environmental protection regulations and zoning techniques such as planned commercial/office development with residential, public schools and environmental areas where suitable.

By seeking the PDD zoning designation, the property is able to provide commercial, office and hotel uses within close proximity to one another. The goal is to create opportunities for less vehicular traffic and more availability to walk or bike to nearby commercial uses for those that work or live in close proximity to the Property.

Policy 16.1.1: Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.

The proposed rezoning establishes subdivision and land development regulations that will facilitate a well-planned, orderly, and aesthetically compatible development within the City. The rezoning supports a mix of uses that will enable the effective revitalization of the site. As the Property is already developed, the essential capital improvements— including roadway, utility, and drainage infrastructure—are in place to support the proposed Project. In addition, the Project will enhance pedestrian connectivity by providing a new

sidewalk linking the proposed hotel to the existing shopping center, along with improved open spaces and an interconnected drainage system.

Goal 9 - Provide opportunities to serve the current and future needs of the City of Sunrise population and economy.

The proposed PDD rezoning will facilitate the redevelopment of an underutilized parcel and enhance the existing commercial uses within the adjacent shopping center by introducing a modern, high-quality hotel use that is compatible with the surrounding area. The Project will serve as a catalyst for reinvestment on the Property and support the continued growth and economic vitality of the surrounding community. By improving the existing commercial environment and incorporating a new hospitality use, the proposed development is consistent with the City's long-term planning objectives and will provide additional amenities and opportunities for both residents and visitors.

Goal 14 - Protect Potable Water Wellfields, Zones of Influence, Wetlands and Areas Impacted by Mining and Fracking.

This site is not within a potable water wellfield and there are no existing wetlands on the site.

Goal 15 - To minimize off-site runoff, flooding and erosion.

The site is already permitted by SFWMD as part of the 84 South master drainage permit from SFWMD. A permit modification was later permitted for the Indian Trace Center under permit 06-00243-S The drainage system is only required by provide ½" of dry pretreatment prior to discharging to the canal to the north. Water quality and water quantity are already provided for this site within the master lake system.

2. That the request is consistent with the density, intensity and general uses set forth in the city's future land use map (FLUM).

The proposed rezoning is consistent with the underlying Commercial future land use designation, which allows commercial, office and hotel uses. Additionally, residential uses are permitted, without the need to amend the City of Sunrise Future Land Use Plan map, provided that the City of Sunrise applies Flexibility and Redevelopment Units to the parcel pursuant to Policies 2.10.1 and 2.35.1 of the Broward County Land Use Plan (BCLUP) and the "Administrative Rules Document" Article 3.

3. That the request meets the purpose and criteria set forth in the city's land development code for the zoning district into which the property is to be converted.

Section 16-109(a) of the Land Development Code states the purpose and intent of the PDD district “. . . is to promote and regulate the planned development of large projects, by allowing greater freedom of design, by improving the opportunity for flexibility, creativity and innovation in land development, by limiting the expenditure of public funds, and by achieving the intent of land use regulations.” This section specifically lists the below criteria as the intent and purpose of the PDD district.

1) Allow diversification of uses, structures, and open spaces when not in conflict with existing and permitted land uses on abutting properties.

The application of the PDD zoning designation will facilitate a coordinated mix of hotel, commercial, and future residential uses that are compatible with the surrounding development context. The Property is primarily bordered by commercial uses and I-75, with residential neighborhoods situated to the north. The proposed mix of uses has been thoughtfully planned to ensure compatibility with adjacent land uses and to maintain consistency with the established character and functional intent of the area.

2) Reduce improvement costs through a more efficient use of land and a smaller network of utilities and streets than is possible through the application of standards contained in conventional land development regulations.

The Camino Real PDD will reduce improvement costs by creating a unified mixed-use development that relies on existing roadways and infrastructure. Applying the PDD zoning designation allows for a more efficient use of land and avoids the need for additional utility and roadway extensions that might otherwise be required under conventional zoning regulations.

3) Conserve the natural amenities of land by encouraging the preservation of environmentally significant, scenic or functional open space.

There are no environmentally significant or scenic lands within the Camino Real PDD.

4) Provide the maximum opportunity for the application of innovative site planning concepts to the creation of aesthetically pleasing environments for living, shopping, and working on properties of adequate size, shape and location.

Per Section 16-109(d)(1), the minimum size for a PDD district is ten (10) acres. The Camino Real PDD is 14.98 acres which exceeds this minimum and features a size and shape well suited to support a thoughtfully planned mix of hotel, commercial, office, and residential uses. Its location, along I-75, provides an ideal location to incorporate innovative site planning and design opportunities.

Phase 1 focuses on the development of a 174-room hotel, with site and building design that reflects an innovative approach to creating an aesthetically pleasing environment that supports both visitors and the surrounding community. The hotel parcel's design balances functionality with visual appeal, setting the tone for future development, and will include buildings of varying scales to create a neighborhood feel, while allowing for open areas that will serve as gathering spaces.

Phase 2 includes the existing Indian Trace Shopping Center, which provides ongoing commercial and office uses that will remain in place for the near future. Future plans for this phase will introduce residential, commercial, and office uses, further expanding the mixed-use character of the PDD.

- 5) Ensure that development will occur according to the land use, site design, population density, building coverage, improvement standards, and construction phasing as authorized through the approval of a PDD master plan.**

All development within the Camino Real PDD will comply with all the standards listed within these guidelines and within the approved Camino Real PDD Master Plan.

- 6) Provide the city commission a greater opportunity to enforce the goals, objectives and policies of the Comprehensive Plan on site-specific projects.**

Please refer to the response to Section 16-38(c)(1) provided on page 2 above.

- 7) Ensure that concurrent development of all uses will occur as the project is developed, so that the presumed synergy of the mixed uses will be achieved.**

The proposed development is planned in multiple phases to foster the synergy inherent in mixed-use projects. Phase 1, focused on the hotel, establishes a foundational use that supports and attracts activity to the site. Phase 2, which includes the existing Indian Trace Shopping Center with commercial and office uses, is anticipated to introduce additional residential, commercial, and office development

over time. Additionally, future pedestrian connections and improvements with access to transit and pedestrian facilities on SW 160th Ave. will be provided in Phase 2. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals.

8) Provide for other limitations, restrictions and requirements as deemed necessary.

All design requirements for the Camino Real PDD are listed in the Design Guidelines, which provide clear criteria for architecture, landscaping, lighting, signage, and other site elements. Uses within the PDD are limited to those outlined in the proposed Design Guidelines, which currently include hotel development in Phase 1 and a mix of commercial, office, and residential uses planned for Phase 2.

9) To reduce the effects of natural disasters and to promote safer environments through strategic urban design.

The building will be designed in compliance with the latest edition of the Florida Building Code, as required by the City of Sunrise Building Division which incorporates the necessary structural criteria for resistance to high-wind events. All exterior elements, including impact resistant windows and doors, roofing designed for uplift, and attachment of appurtenances (such as AC equipment) will have tested systems for compliance with all applicable codes and structural criteria. The buildings within the Master Plan will have undulating frontages and heights, assisting in the distribution of wind-loads.

Additionally, the finished floor of the hotel will be above the flood criteria for the geographic location, and the site drainage design will be designed to absorb the above-the-minimum rainfall. The site drainage is oriented to the middle of the site, minimizing the chance of any overflow onto adjacent properties and common areas.

4. That the request is compatible with existing and proposed uses in the general vicinity.

The proposed Camino Real PDD demonstrates compatibility with the existing and proposed uses in the general vicinity. The Property is enveloped by a diverse array of

commercial, office, and residential developments, including the adjacent Indian Trace Shopping Center, which currently hosts retail and office uses that will remain intact. The Phase 1 hotel use is strategically positioned to complement local commercial activity and addresses the demand for hospitality accommodations owing to its location near I-75. A future phase is planned to incorporate additional commercial, office, and residential components, aligning with the surrounding development and land use designations. The proposed variety of uses within the PDD are appropriate for the locality and aims to enrich the existing character of the neighborhood, particularly the residential community to the north, while fostering a vibrant and integrated community environment.

- 5. That the request will not place an undue burden on existing infrastructure and existing capacity for the property or its general vicinity or that the applicant will provide appropriate improvements to offset the impacts.**

A concurrency analysis demonstrating that the Project will not place an undue burden on existing infrastructure and existing capacity has been provided with this submittal. Additionally, on and off-site infrastructure has been analyzed for the existing development and Phase 1 impacts. Phase 2 impacts will be analyzed and addressed (as needed) at time of Redevelopment (as defined in the development agreement and design guidelines).

- 6. That the request shall document any changed or changing conditions which make approval of the request appropriate.**

Several changing circumstances underscore the appropriateness of the proposed rezoning from B-2 to PDD. Firstly, this rezoning aims to invigorate the existing shopping center, transforming it into a more dynamic and contemporary mixed-use development that meets the current needs of residents while aligning the established upscale character of the City. Secondly, the introducing a hotel on an underutilized vacant parcel will foster compatibility with the surrounding area, activate a strategic site along I-75, and facilitate the redevelopment of the Indian Trace Shopping Center. The original design of the shopping center in the 1980's was tailored to the needs of and be consistent with the character of the surrounding neighborhood. Over time, the needs and character of the local community; however these aspects have evolved over time. This rezoning would enable the shopping center's redeveloped into a vibrant, mixed-use space that that better reflects the contemporary character of the neighborhood. Lastly, the proposed rezoning aligns with the City's commitment to upholding high development standards and enhancing the quality of its neighborhoods.

Following your review, if you have any questions or require additional information, please feel free to contact me.

Thank you,

Scott Backman, Esq.
sbackman@miskelbackman.com

Bowman

Indian Trace Center Traffic Analysis

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

Indian Trace Center Traffic Analysis

Broward County, FL

Prepared for:

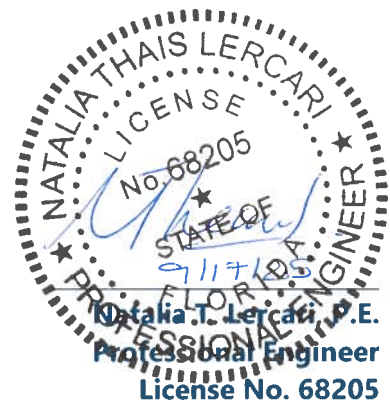
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Aventura, FL 33180

Prepared by:

Bowman Consulting Group, Ltd.

2090 Palm Beach Lakes Blvd, Suite 400
West Palm Beach, FL 33409
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Natalia T. Lercari, P.E.
Professional Engineer
License No. 68205

State of Florida, Board of Professional Engineers

August 2025

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- APPENDIX H** Speed Data

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



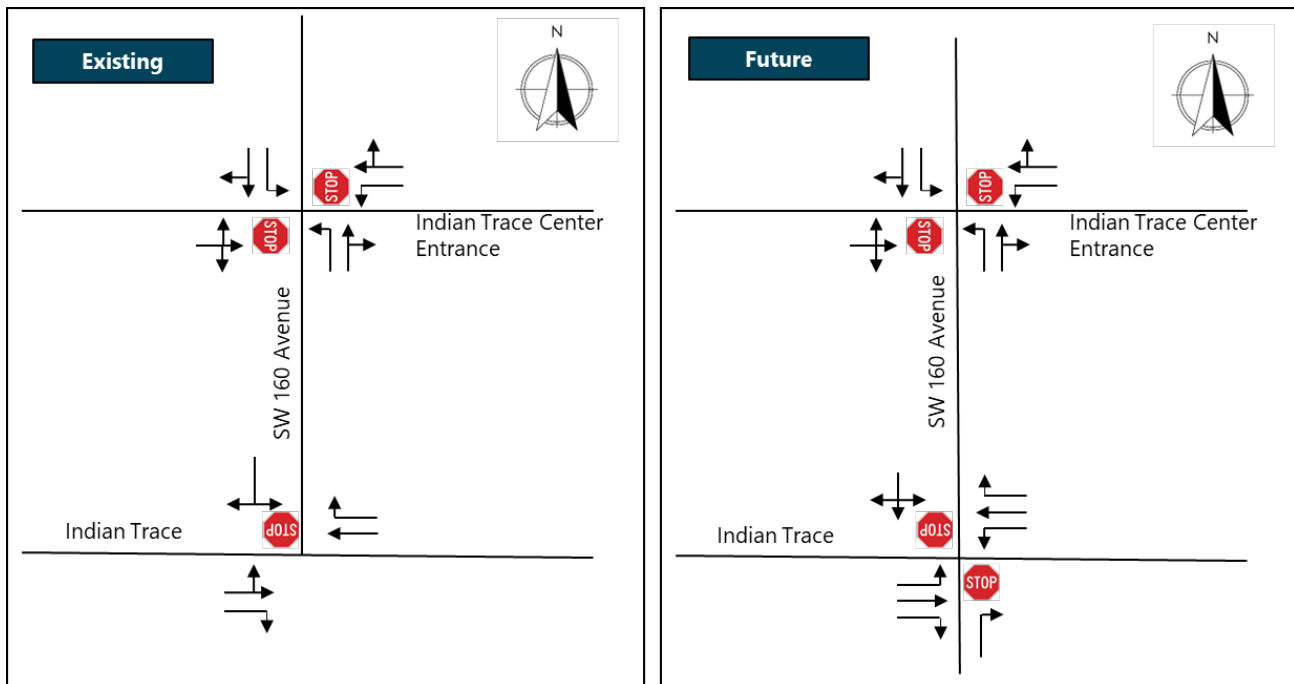
Roadway Characteristics

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

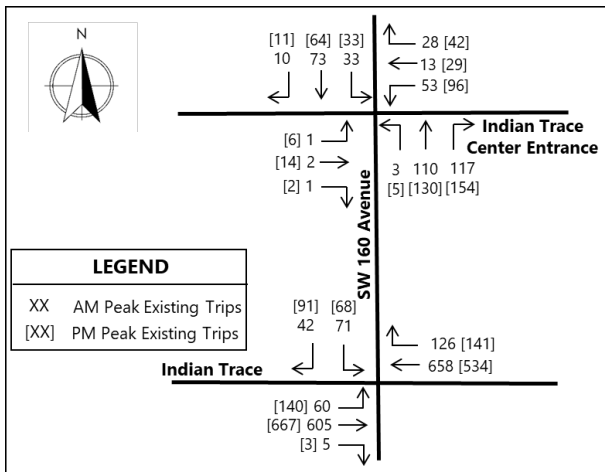
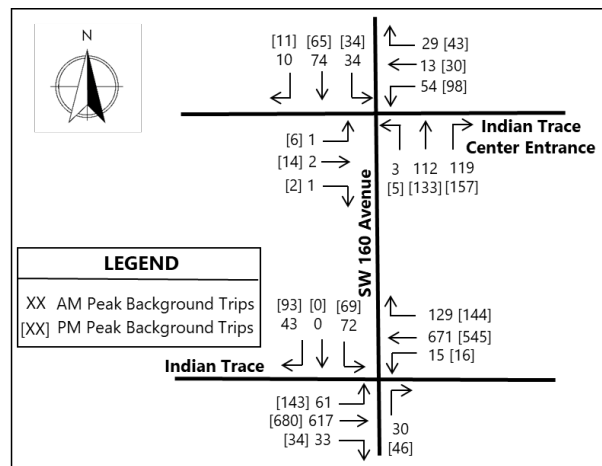


Figure 4 Background (2027) Volumes



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*, 11th 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 ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			PASS-BY ⁽¹⁾	NEW TRIPS				
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL		IN	OUT	TOTAL		
DAILY																					
EXISTING USE																					
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
SUBTOTAL							3,600	3,599	7,199	81	81	162	2.3%	3,519	3,518	7,037	2,689		2,174	2,174	4,348
PROPOSED USE																					
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
SUBTOTAL							4,295	4,294	8,589	241	241	482	5.6%	4,054	4,053	8,107	2,626		2,741	2,740	5,481
NET DIFFERENCE FROM EXISTING USES							695	695	1,390	160	160	320		535	535	1,070	-63		567	566	1,133
AM PEAK HOUR																					
EXISTING USE																					
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
SUBTOTAL							159	73	232	4	4	8	3.4%	155	69	224	68		113	43	156
PROPOSED USE																					
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
SUBTOTAL							204	108	312	10	10	20	6.4%	194	98	292	66		153	73	226
NET DIFFERENCE FROM EXISTING USES							45	35	80	6	6	12		39	29	68	-2		40	30	70
PM PEAK HOUR																					
EXISTING USE																					
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
SUBTOTAL							266	316	582	13	13	26	4.5%	253	303	556	204		153	199	352
PROPOSED USE																					
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
SUBTOTAL							318	365	683	27	27	54	7.9%	291	338	629	198		194	237	431
NET DIFFERENCE FROM EXISTING USES							52	49	101	14	14	28		38	35	73	-6		41	38	79

(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

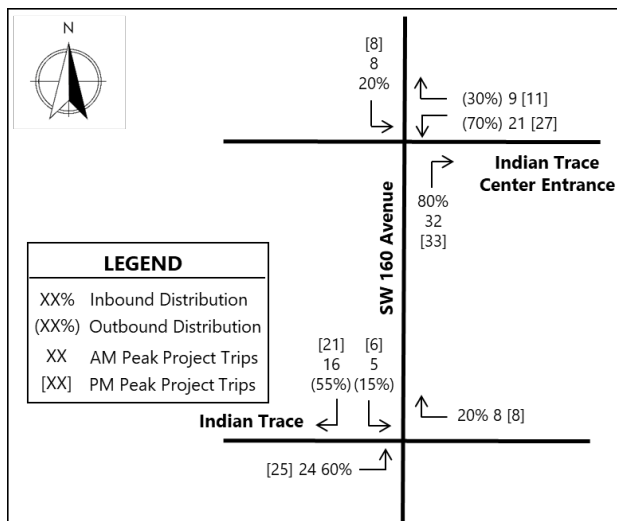


Figure 6 Pass-by Trip Increase

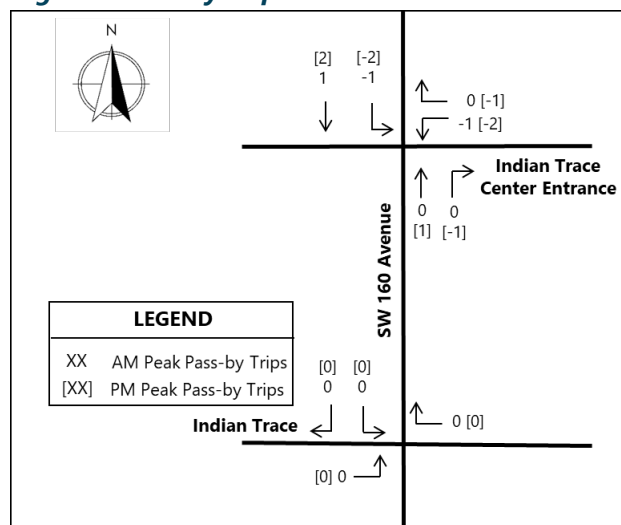


Figure 7 Total Trip Increase

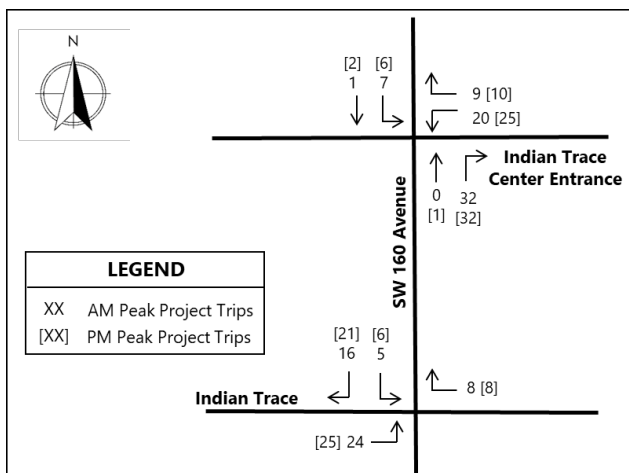
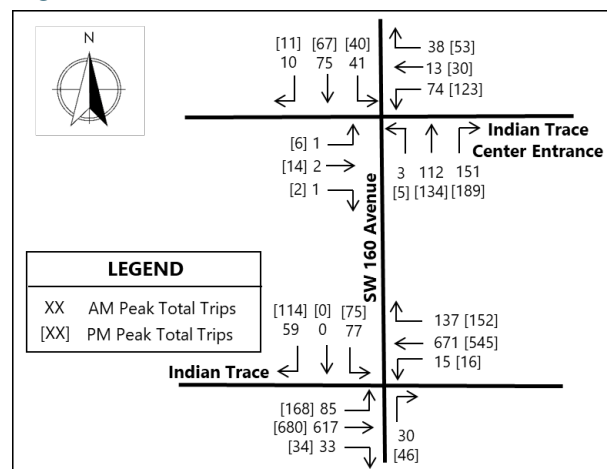


Figure 8 Total (2027) Volumes



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 95th 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 95th 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 95th 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

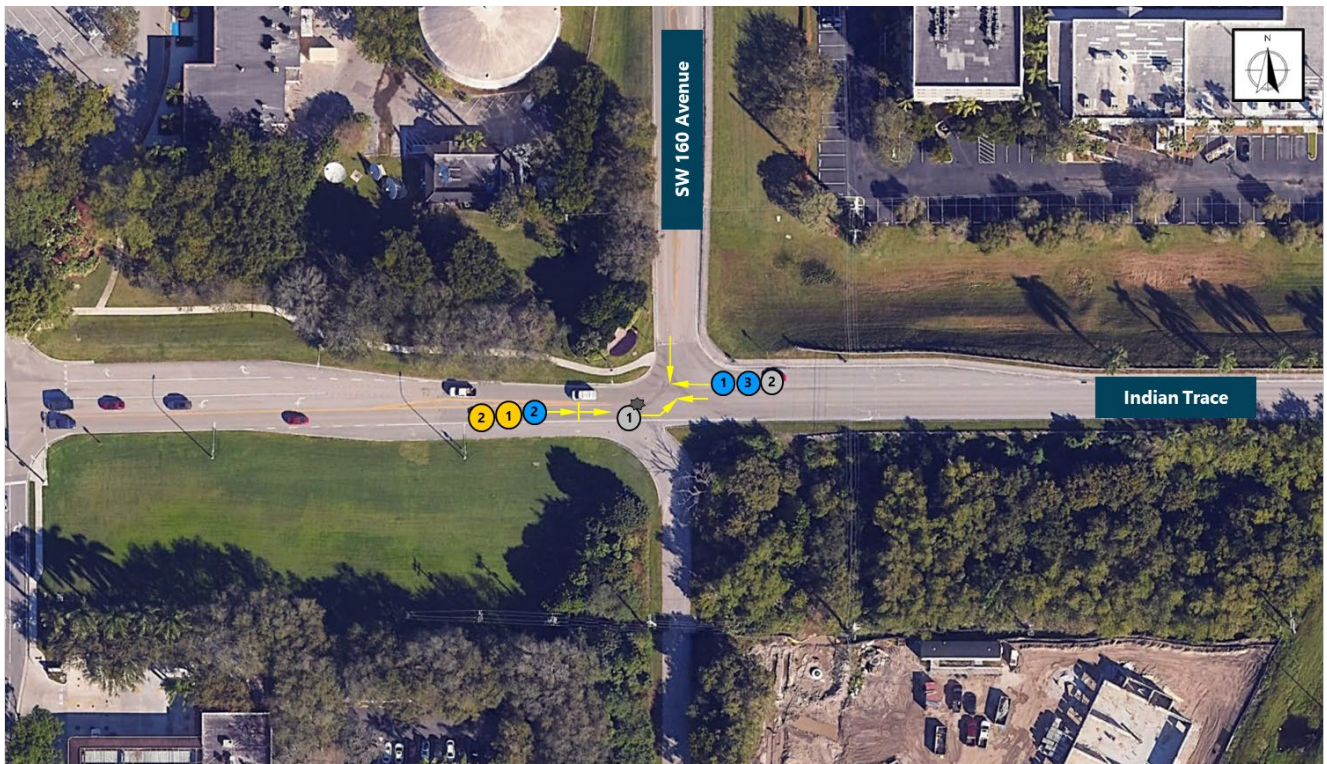
Indian Trace and SW 160 Avenue		Number of Crashes						6 Year Total Crashes	Mean Crashes Per Year	%
		Year								
		2019	2020	2021	2022	2023	2024			
CRASH TYPE	Rear End	0	0	1	2	0	0	3	0.50	42.9%
	Head On	0	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	2	0	1	0	3	0.50	42.9%
	Left Turn	0	0	0	0	1	0	1	0.17	14.3%
	Right 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%
		Total Crashes	0	0	3	2	2	0	7	1.17
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 Number of Crashes: 7 Number of Fatalities: 0	LEGEND			Bowman
	←←← BACKING VEHICLE ←← SIDESWIPE ←← PEDESTRIAN/BIKE ←← REAR-END ←← HEAD-ON ←← ANGLE	↙ LEFT TURN ↘ RIGHT TURN ⊠ PARKED VEHICLE □ FIXED OBJECT ⬤ NIGHT CRASH ● FATALITY	● 2019 ● 2020 ● 2021 ● 2022 ● 2023 ● 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, 85th percentile speed, average speed and 10 MPH pace for each direction. The 85th 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 th 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 85th 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

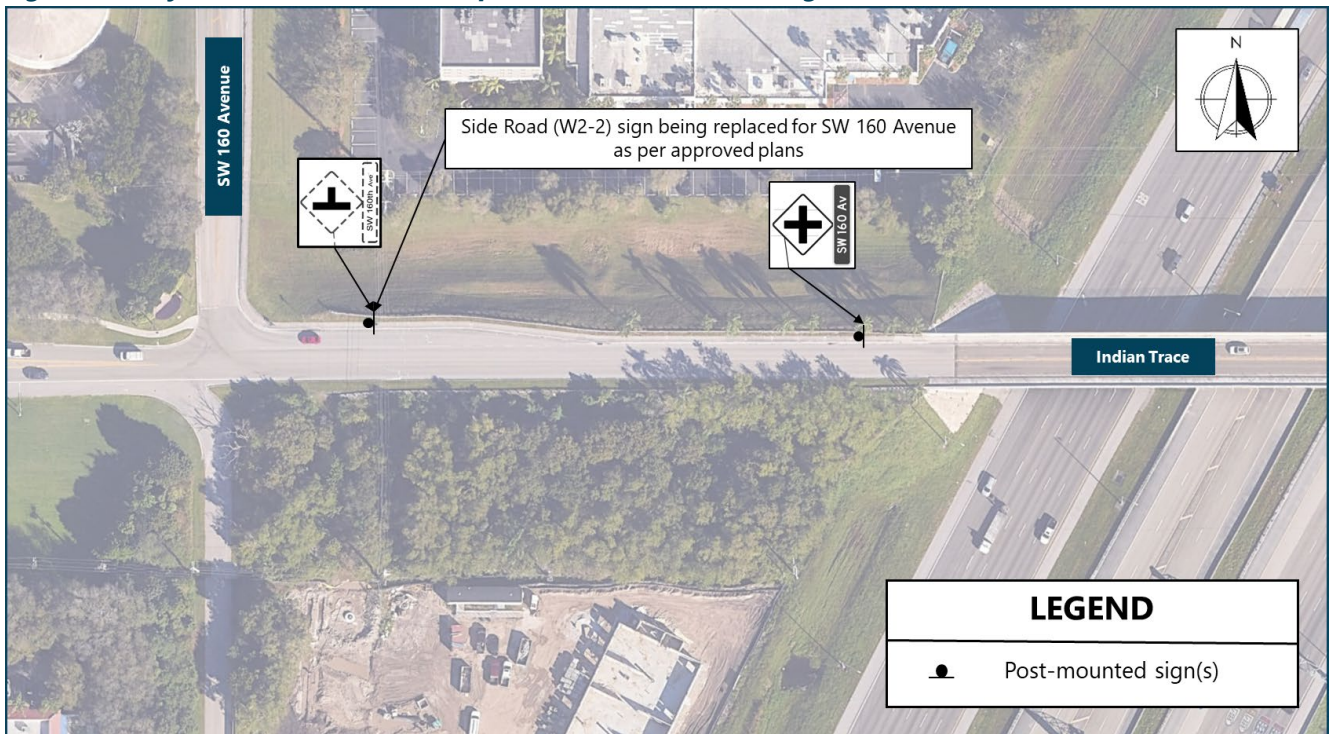


Figure 10 Study Recommendations – Installation of Posted Speed Limit Signs

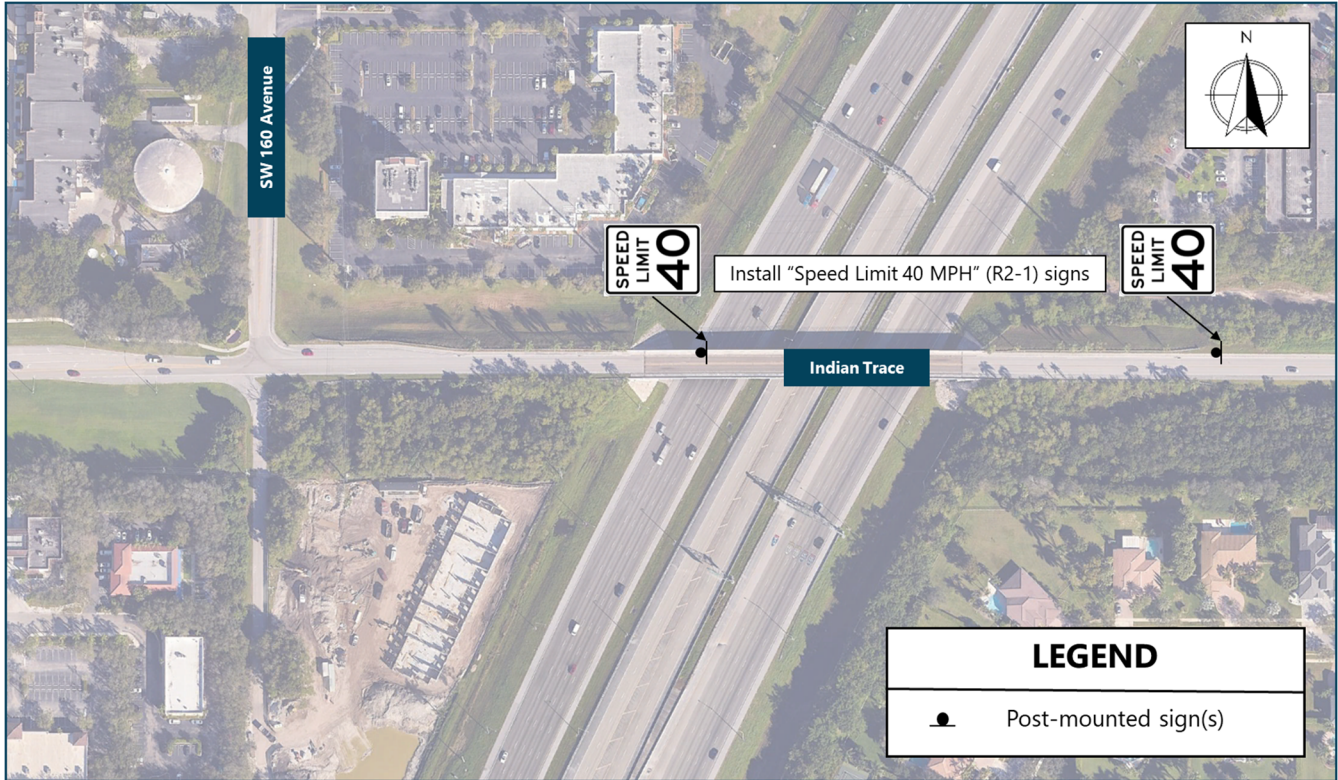
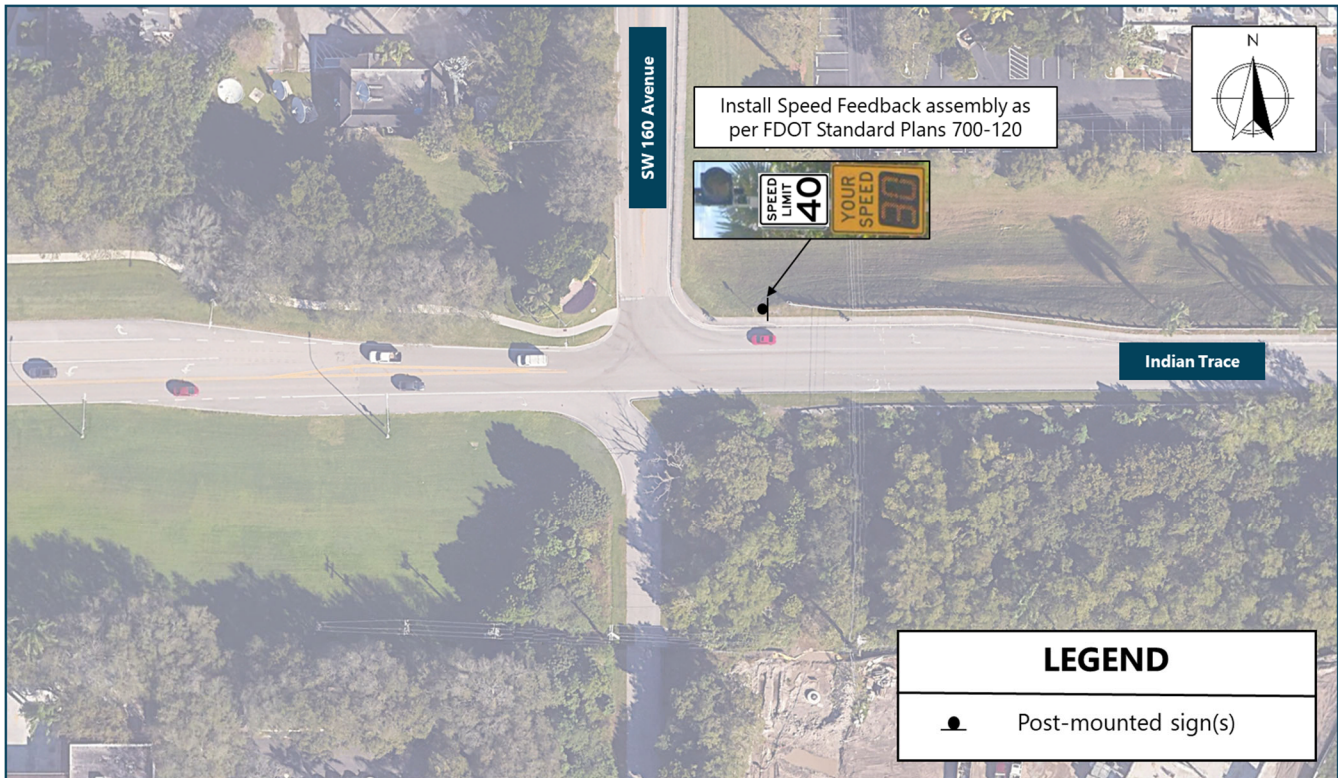


Figure 11 Study Recommendations – Installation of Speed Feedback Assembly



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

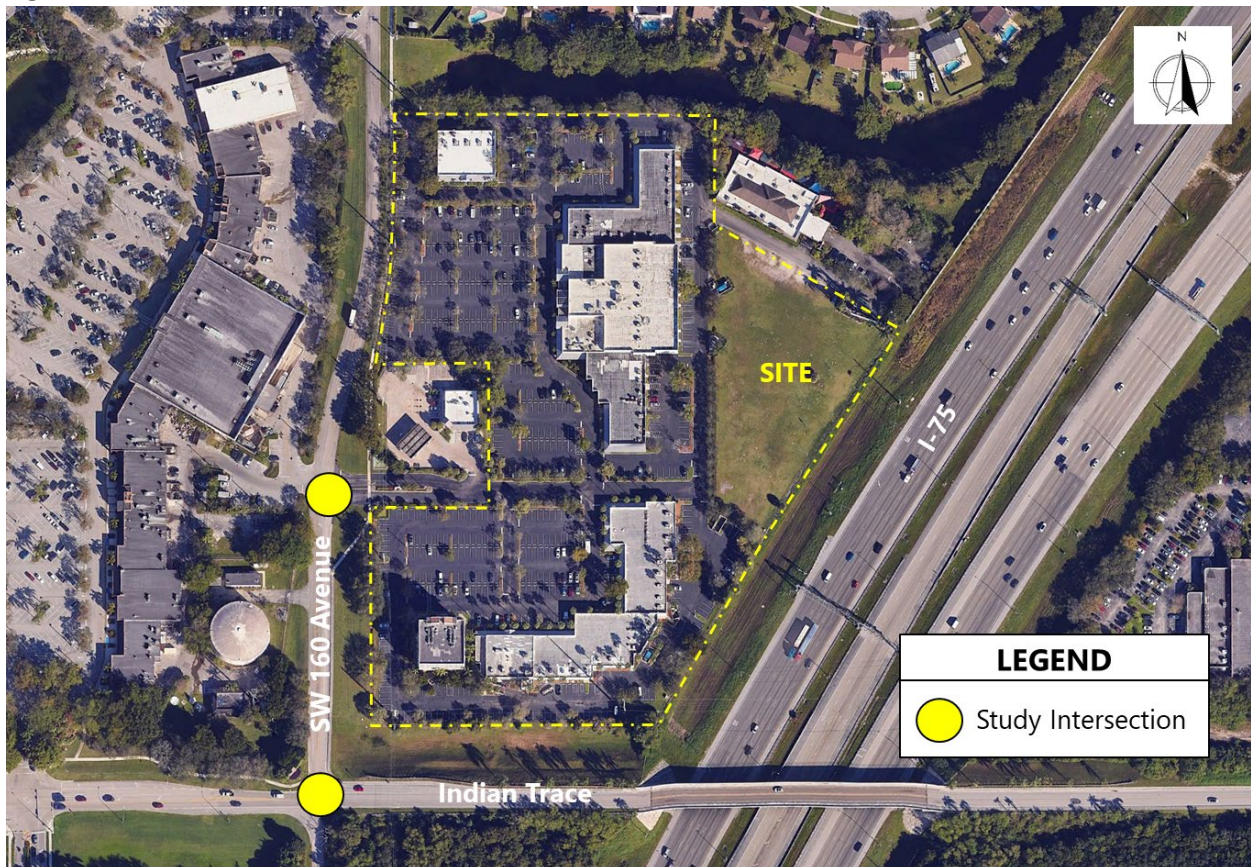
May 13, 2025

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*, 11th 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

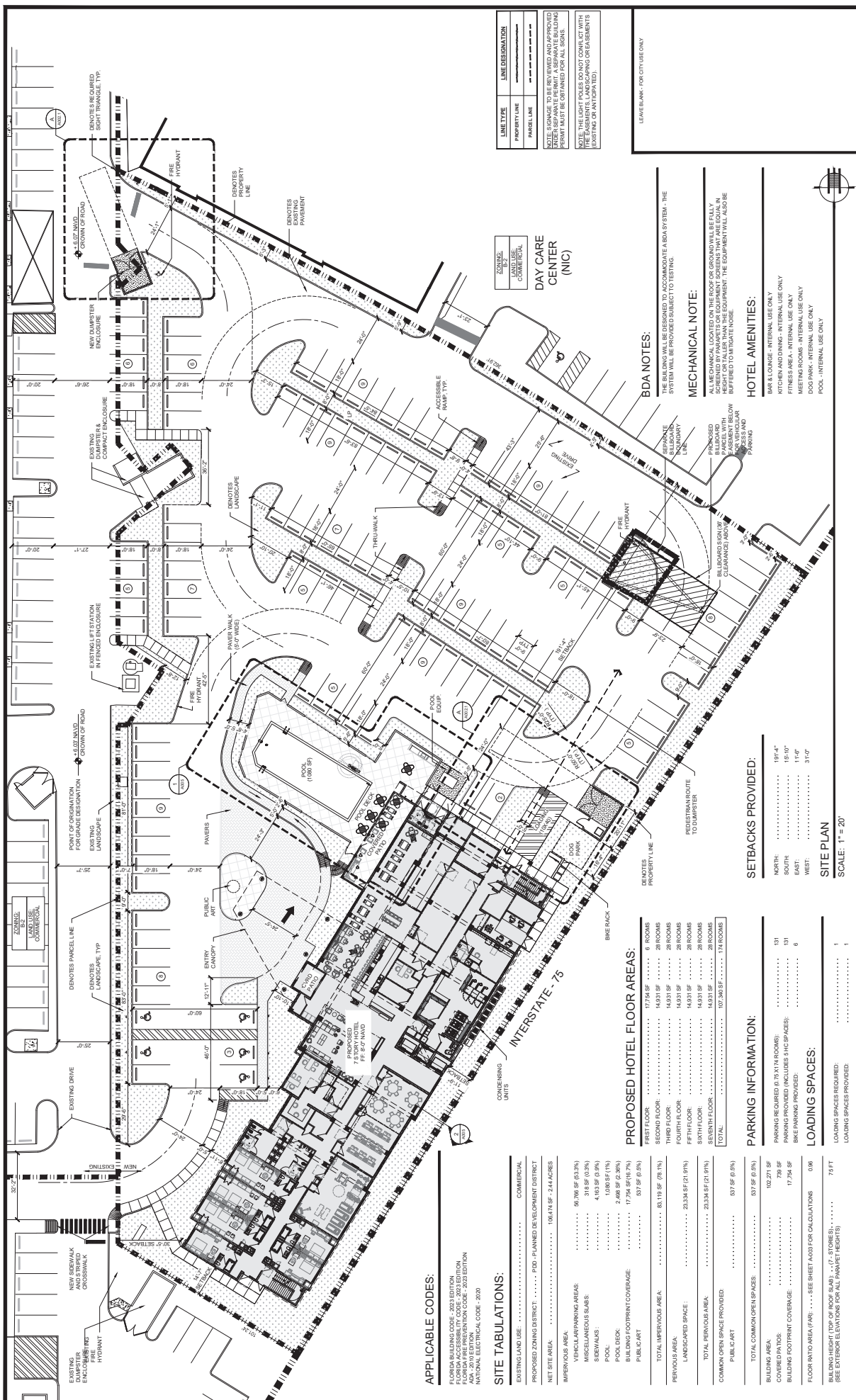
HOTEL at CAMINO REAL
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33328

SITE PLAN

SCALE: 1" = 20'

DATE	BY	REVISION
08/01/2025	ERIC ANDERSON	4052-A-001-SP

DATE	BY	REVISION
08/01/2025	ERIC ANDERSON	4052-A-001-SP



LINE TYPE	LINE DESIGNATION
---	PROPERTY LINE
- - -	MARKET LINE

SYMBOL	LAND USE
[Hatched]	COMMERCIAL
[Dotted]	RESIDENTIAL

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 GROUNDS 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
ADA - 2010 EDITION
INTERNATIONAL MECHANICAL CODE - 2025 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
IMPERVIOUS AREA	96,706 SF (93.3%)
VEHICLE PARKING AREAS	318 SF (0.3%)
MISCELLANEOUS SLABS	4,193 SF (3.9%)
SEWERMAINS	1,030 SF (1%)
POOL	2,495 SF (2.3%)
POOL DECK	17,754 SF (16.7%)
BUILDING FOOTPRINT COVERAGE	537 SF (0.5%)
PUBLIC ART	0 SF (0%)
TOTAL IMPERVIOUS AREA	133,715 SF (125%)
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	14,933 SF	28 ROOMS
THIRD FLOOR	14,933 SF	28 ROOMS
FOURTH FLOOR	14,933 SF	28 ROOMS
FIFTH FLOOR	14,933 SF	28 ROOMS
SIXTH FLOOR	14,933 SF	28 ROOMS
SEVENTH FLOOR	14,933 SF	28 ROOMS
TOTAL	107,346 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
FLOOR INTO AREA FARI	0.06

LOADING SPACES:

LOADING SPACES REQUIRED	1
LOADING SPACES PROVIDED	1

SETBACKS PROVIDED:

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

SEE EXTERIOR ELEVATION FOR ALL PARAPET HEIGHTS

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
TOTAL	232,047 SF

EXISTING PARKING SPACES	PROPOSED SPACES
STANDARD PARKING (A/R)	40 SPACES
HANDICAP PARKING (A/R)	18 SPACES
BIKE PARKING	13 SPACES
EXISTING PARKING TOTAL	68 SPACES

STANDARD PARKING (A/R)	PROPOSED SPACES
HANDICAP PARKING (A/R)	18 SPACES
BIKE PARKING	6 SPACES
HOTEL PARKING TOTAL	111 SPACES

OVERALL BIKE SPACE TOTAL	PROPOSED SPACES
	18 SPACES

LAND USE AREAS:

HOTEL (PARCEL 1)	107,232 SF (2417 AC)
RETAIL (PARCELS 2-4)	82,263 SF (12.25 AC)
OFFICE (PARCEL 9)	13,073 SF (0.3 AC)

SITE COVERAGE - ALL PARCELS:

PERVIOUS	IMPERVIOUS	TOTAL
PARCEL 1	25,108 SF (58.1%)	107,232 SF (2417 AC)
PARCELS 2-6	11,735 SF (27.2%)	82,263 SF (12.25 AC)
TOTAL	36,843 SF (85.3%)	189,495 SF (4342 AC)
OPEN SPACE	22,600 SF (5.9%)	146,895 SF (3377 AC)

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.

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

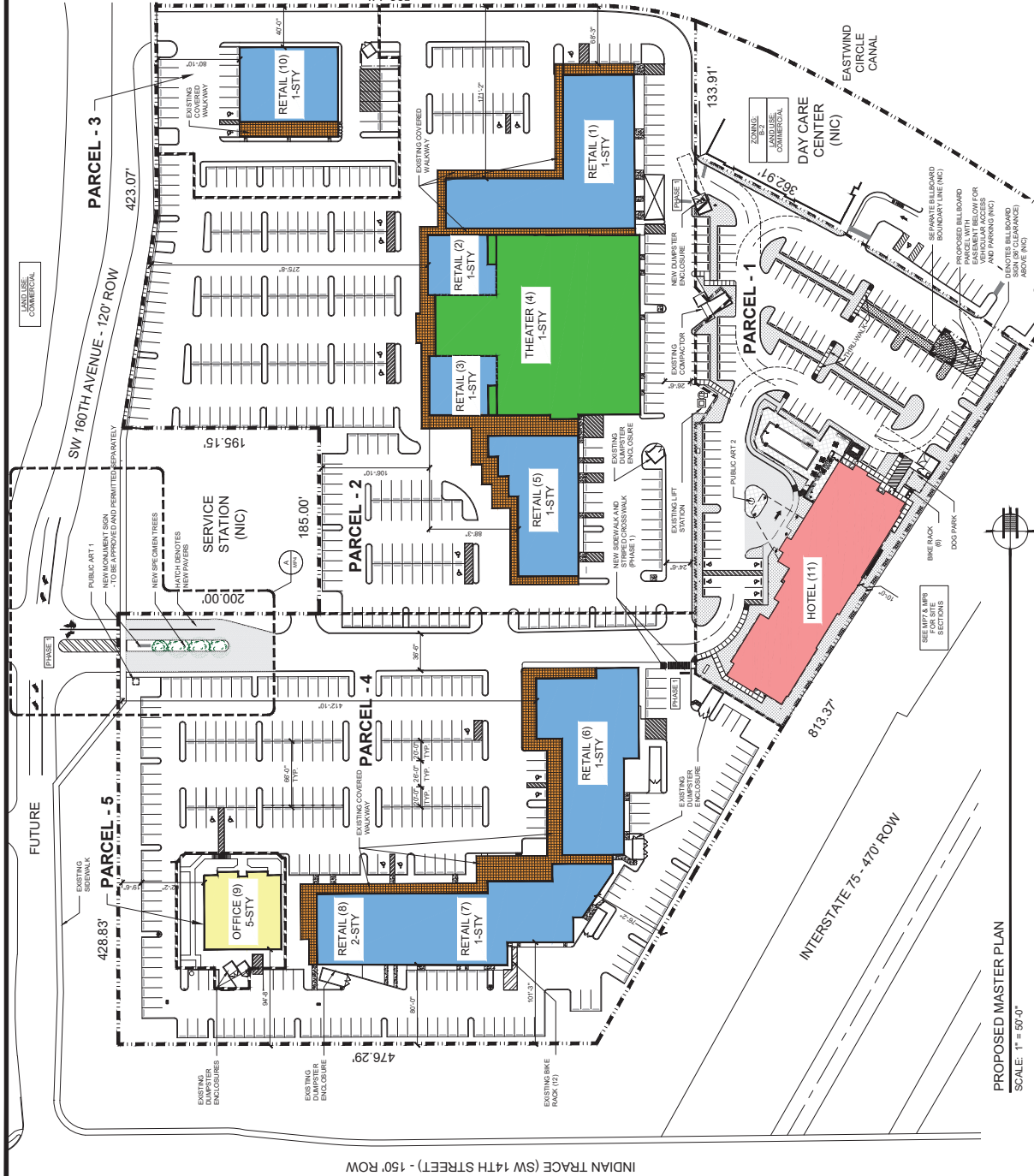
DATE: _____
SHEET NO: **MP2**
SCALE: 1" = 50'-0"

MASTER PLAN PROPOSED

HOTEL AT CAMINO REAL - PDD
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

NO.	DATE	DESCRIPTION
1	08/12/2025	PRELIMINARY
2	08/12/2025	REVISED

PROJECT: HOTEL AT CAMINO REAL
OWNER: ERIC ANDERSON
DESIGNER: ERIC ANDERSON
DATE: 08/12/2025



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

LEAVE BLANK - FOR CITY USE ONLY



Appendix C

Future Intersection Improvements



LOCATION MAP

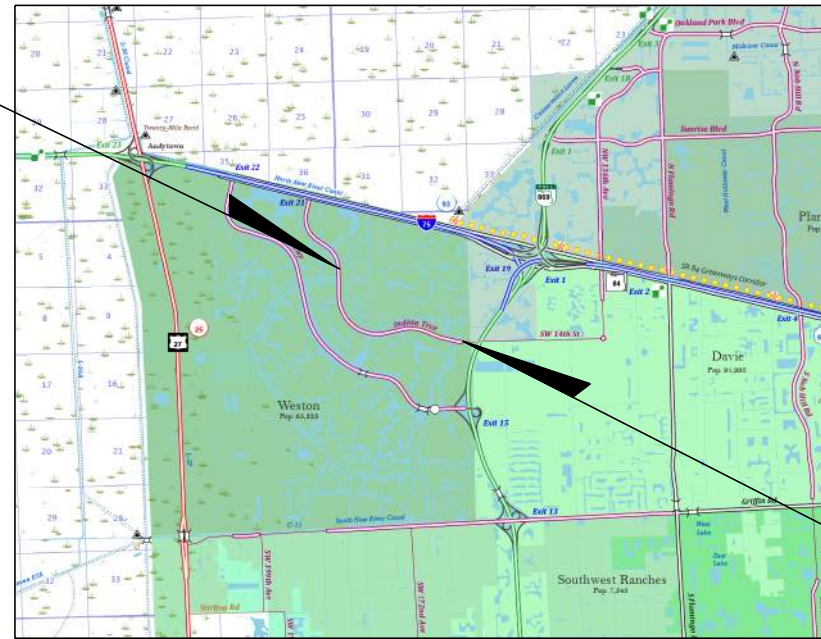
INDEX OF SHEETS

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

DRAINAGE	
1	GENERAL PLAN
2	AREA 1 S-8
3	AREA 2 S-9
4-7	DRAINAGE DETAILS
CITY OF WESTON STANDARD ENGINEERING DETAILS & SPECIFICATIONS	
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)
BROWARD COUNTY MINIMUM DESIGN & CONSTRUCTION STANDARDS	
SHEET 1 OF 1	PAVEMENT MARKINGS AND SIGNS DETAILS
SHEET 1 OF 1	DRILLED SHAFT FOUNDATION AND CABINET DETAILS

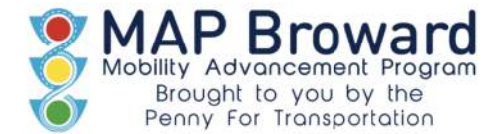
BEGIN PROJECT
SADDLE CLUB ROAD
STA. 10+70.83



PROJECT LOCATION MAP

END PROJECT
SW 160TH AVENUE
STA. 148+83.18

INDIAN TRACE FROM SADDLE CLUB ROAD TO SW 160TH AVENUE



CITY OFFICIALS

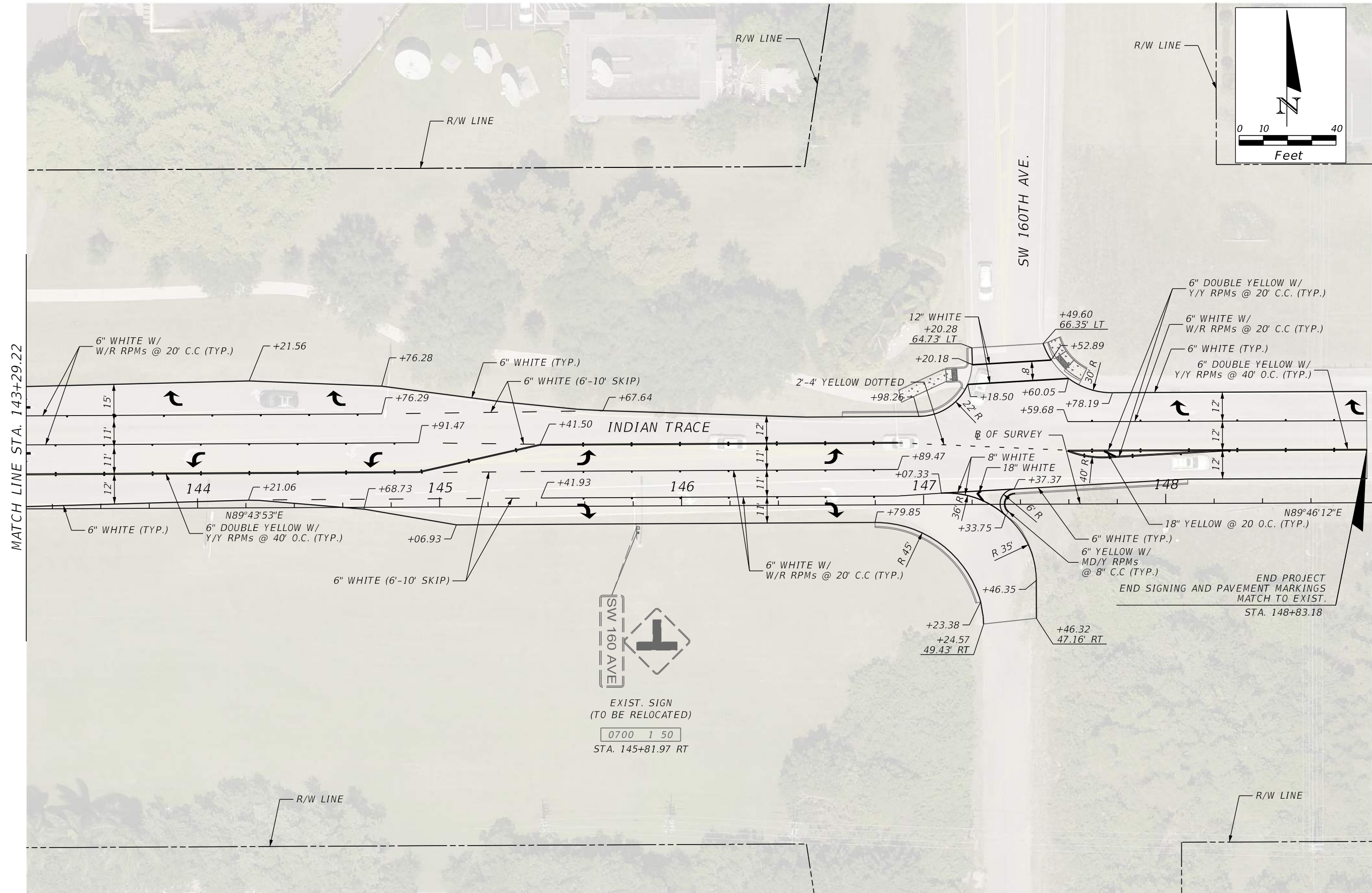
MAYOR: MARGARET BROWN
 COMMISSIONERS: BYRON L. JAFFE, MARY MOLINA-MACFIE, CHRIS EDDY, HENRY MEAD
 CITY MANAGER/CEO: DONALD P. DECKER

**BID-SET SUBMITTAL
AUGUST 2024**

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

NO	DATE	REVISION	BY

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



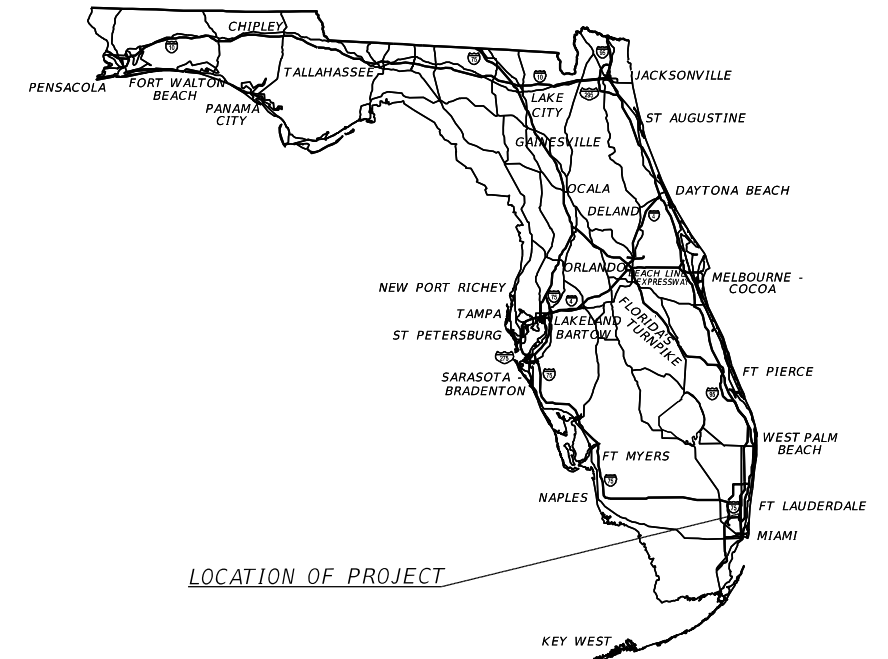
Engineering Division	Date:
Drawn by:	Date:
Checked by:	Date:
As-built drawn by:	Date:
Field Inspector:	Date:
Field Book No.:	

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

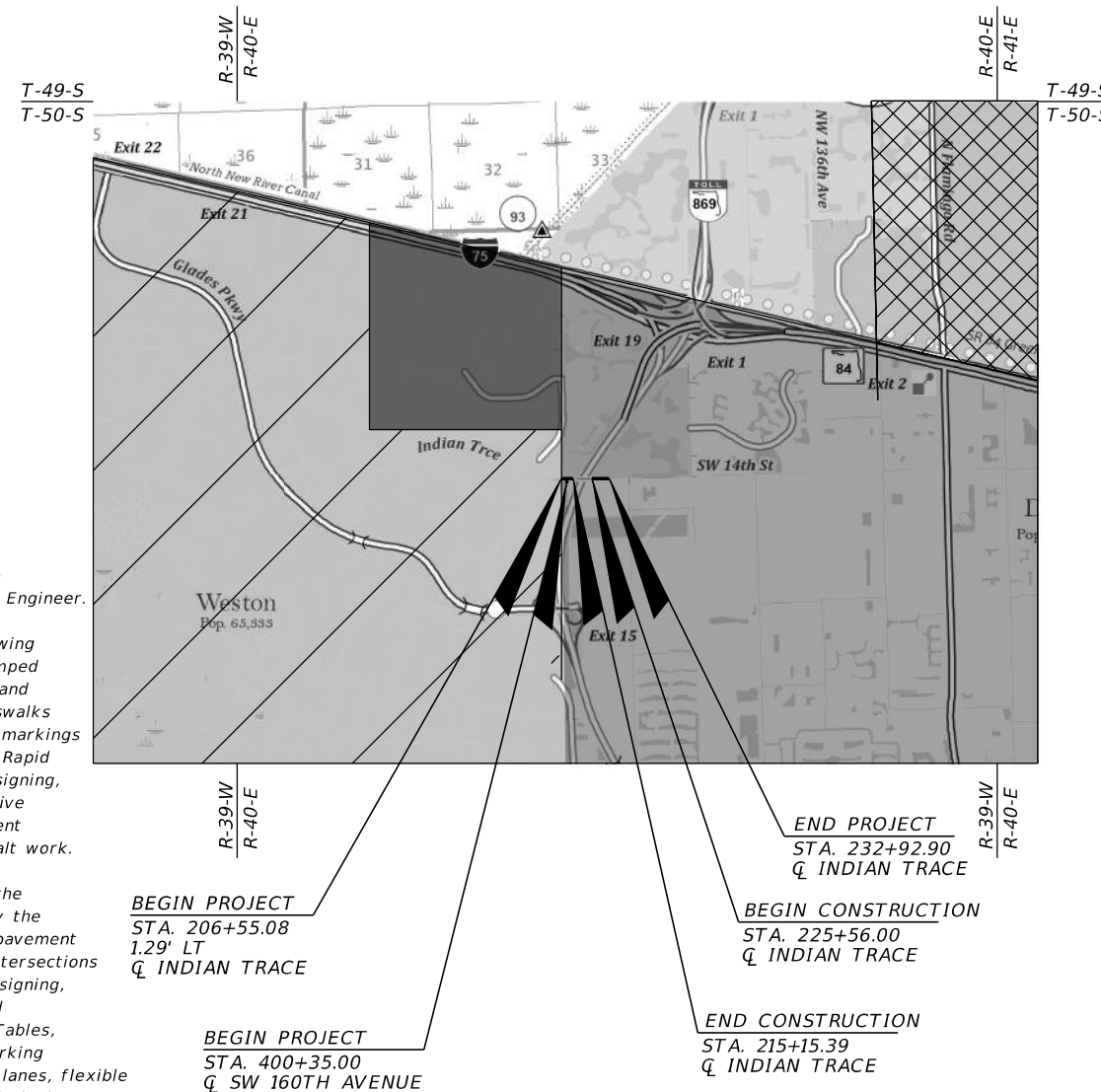


BROWARD COUNTY, FLORIDA
HOME2 SUITES
OFFSITE IMPROVEMENTS
15990 SW 14TH ST, DAVIE FLORIDA

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

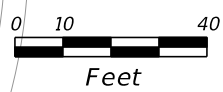
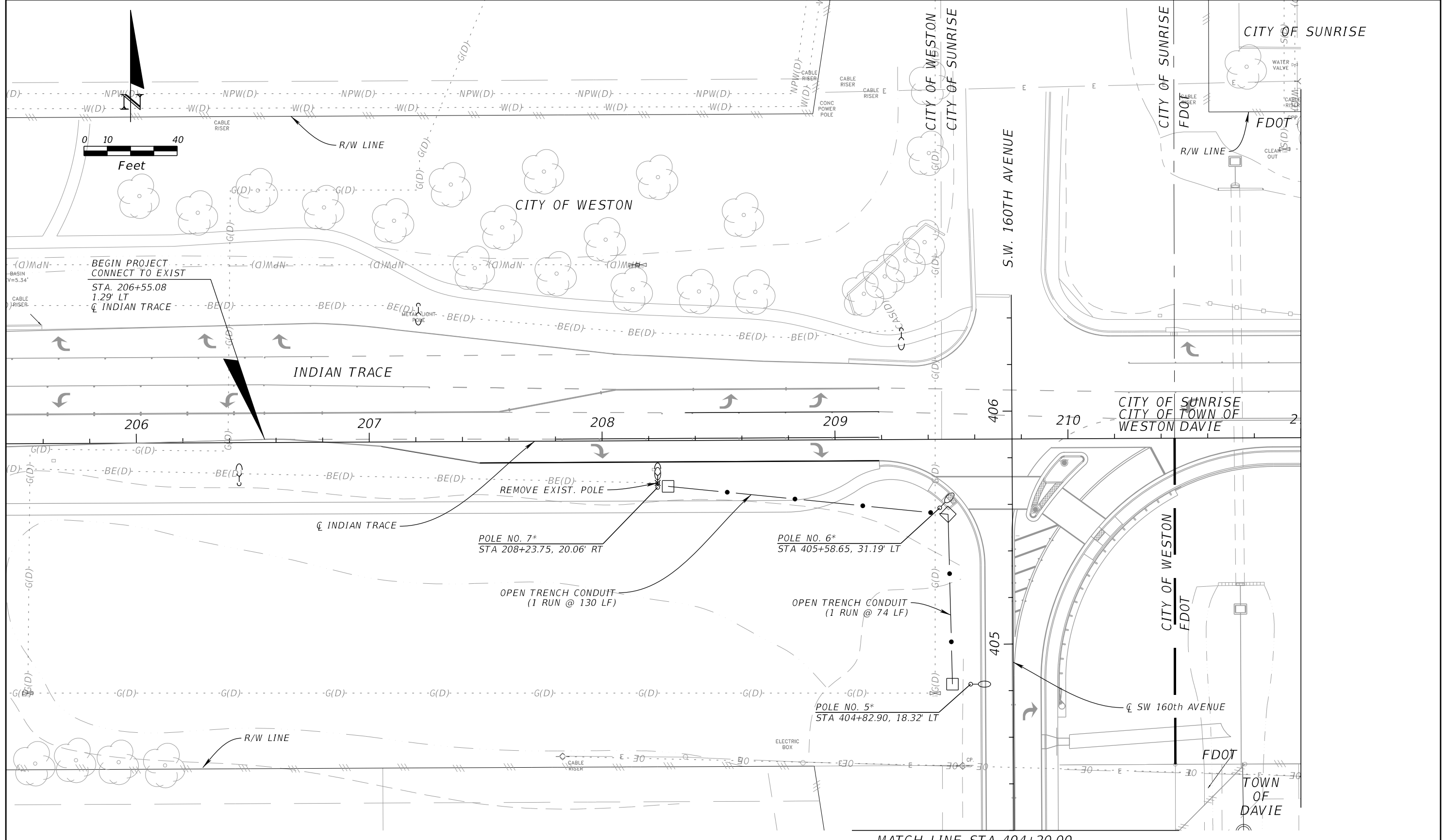
The following items are not reviewed or accepted by Broward County:

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

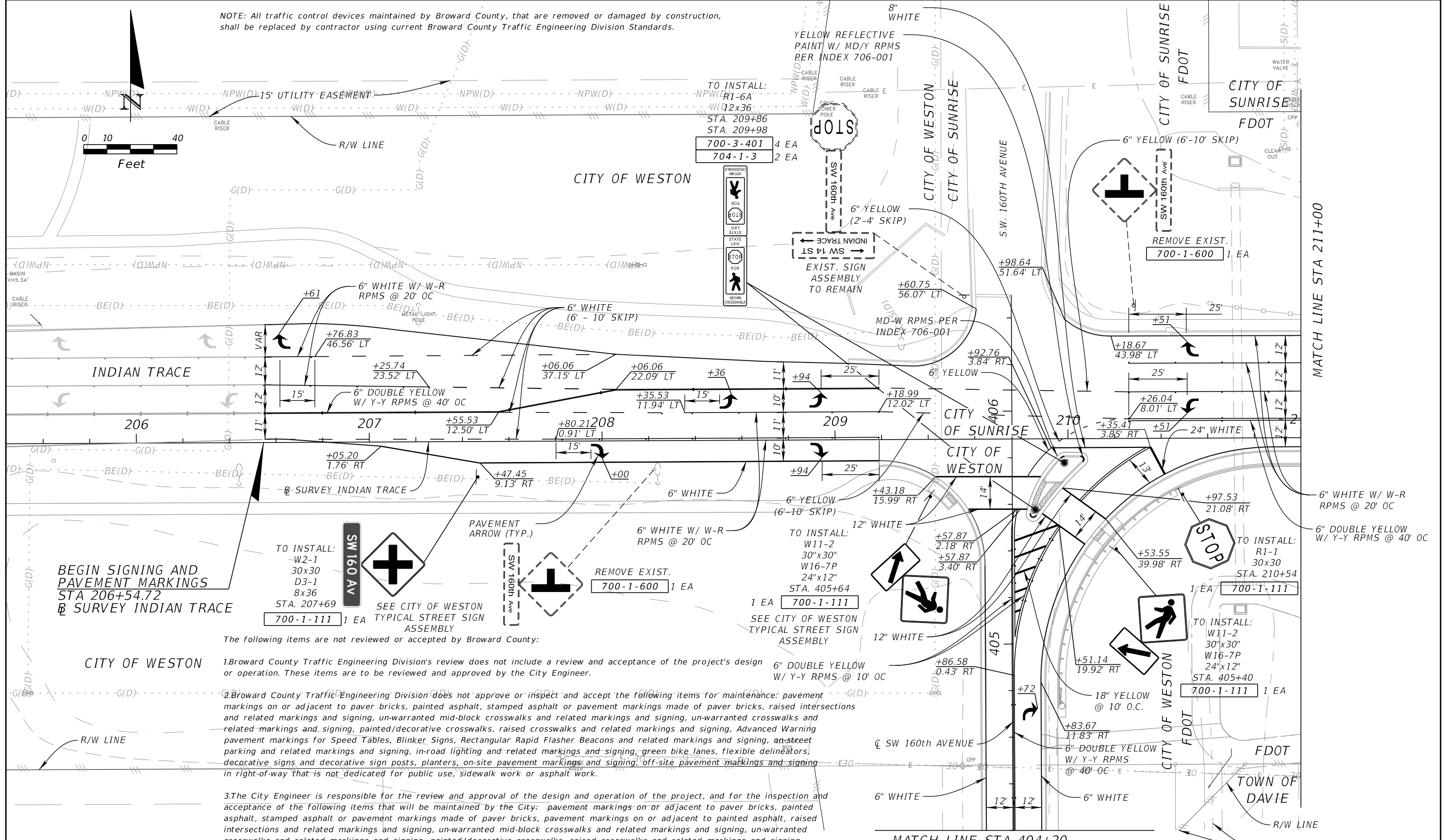
**HOME2 SUITES
OFFSITE IMPROVEMENTS
IN BROWARD COUNTY**

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

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

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
1920 Wekiva Way, Suite 200
West Palm Beach, Florida 33411

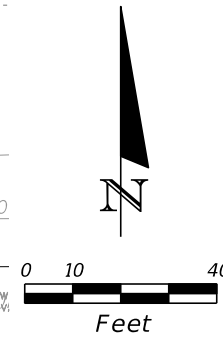
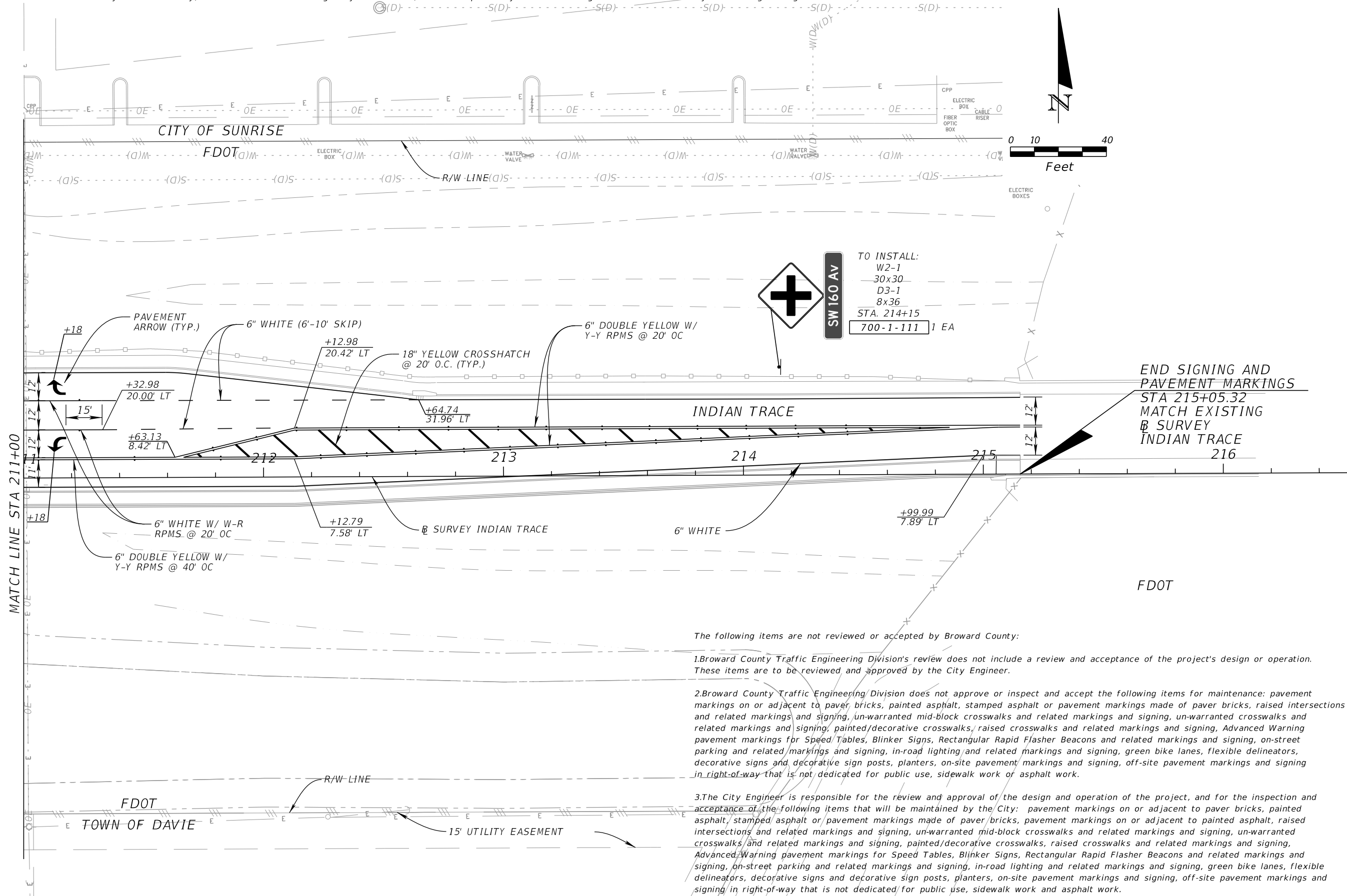
HOME2 SUITES
OFFSITE IMPROVEMENTS
IN BROWARD COUNTY

SIGNING AND PAVEMENT
MARKING PLAN 2 OF 5

SHEET NO.
43

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.



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
AM PEAK HOUR													
SW 160 Avenue at Indian Trace Center Entrance	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
	2025 Peak Season Traffic	1	2	1	53	13	28	3	110	117	33	73	10
	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
	2027 Background Traffic	1	2	1	54	13	29	3	112	119	34	74	10
	Net New Project Trips				21		9			32	8		
	Pass-By Project Trips				-1						-1	1	
	2027 Total Traffic	1	2	1	74	13	38	3	112	151	41	75	10
SW 160 Avenue at Indian Trace	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
	2025 Peak Season Traffic	60	605	5	0	658	126	0	0	0	71	0	42
	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			
	2027 Background Traffic	61	617	33	15	671	129	0	0	30	72	0	43
	Net New Project Trips	24					8				5		16
	Pass-By Project Trips	0					0				0		0
	2027 Total Traffic	85	617	33	15	671	137	0	0	30	77	0	59

**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
PM PEAK HOUR													
SW 160 Avenue at Indian Trace Center Entrance	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
	2025 Peak Season Traffic	6	14	2	96	29	42	5	130	154	33	64	11
	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
	2027 Background Traffic	6	14	2	98	30	43	5	133	157	34	65	11
	Net New Project Trips				27		11			33	8		
	Pass-By Project Trips				-2		-1		1	-1	-2	2	
	2027 Total Traffic	6	14	2	123	30	53	5	134	189	40	67	11
SW 160 Avenue at Indian Trace	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
	2025 Peak Season Traffic	140	667	3	0	534	141	0	0	0	68	0	91
	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			
	2027 Background Traffic	143	680	34	16	545	144	0	0	46	69	0	93
	Net New Project Trips	25					8				6		21
	Pass-By Project Trips	0					0				0		0
	2027 Total Traffic	168	680	34	16	545	152	0	0	46	75	0	114

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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
Total	33	1	91	0	0	1	126	121	561	0	0	0	0	682	1	1	1	0	1	0	4	7	538	43	0	0	0	588	1400
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
Total	83	1	45	0	3	1	133	141	522	1	0	0	0	664	1	0	0	0	0	0	1	5	401	93	1	0	0	500	1298
*** 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
Total	89	0	72	0	0	3	164	145	495	0	0	0	0	640	2	0	0	0	1	0	3	2	597	109	0	0	0	708	1515
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
Total	95	1	64	0	1	1	162	141	517	0	0	0	0	658	0	0	1	0	0	0	1	3	676	146	0	0	0	825	1646
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

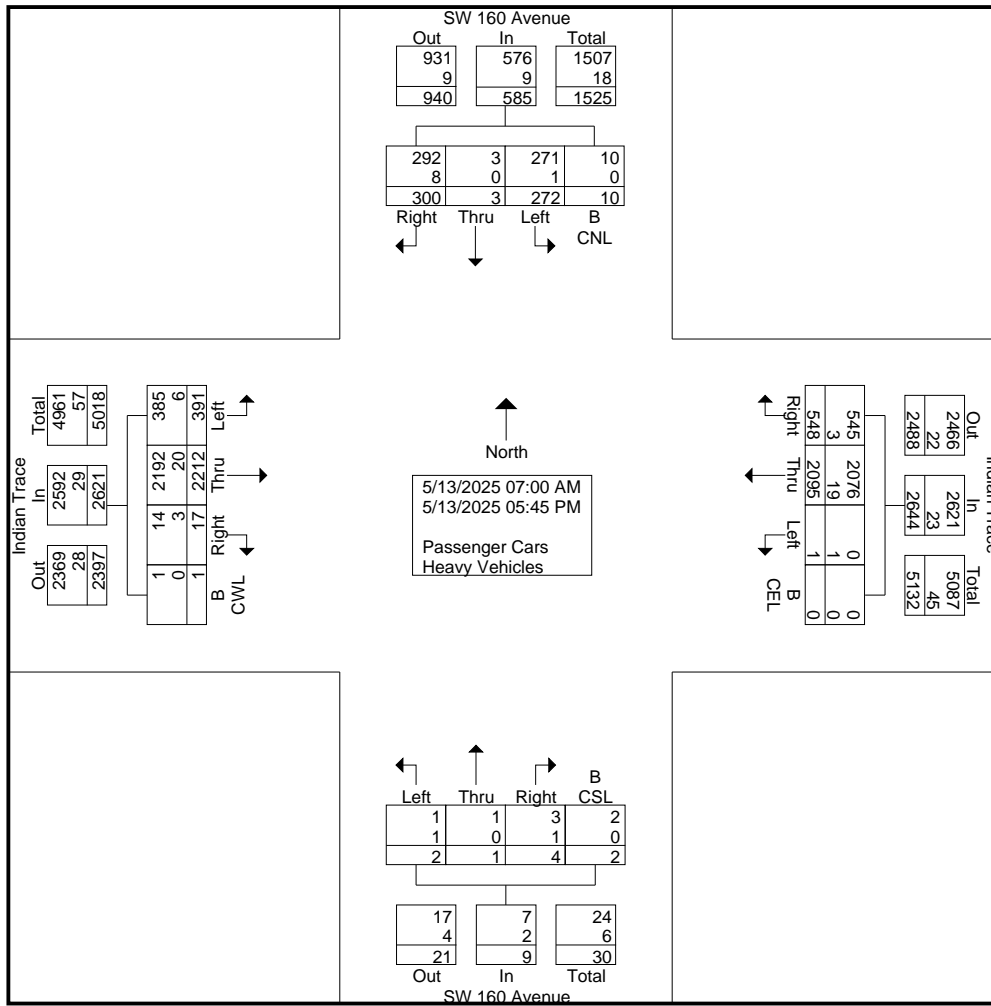
Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue

Site Code : 01

Start Date : 5/13/2025

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Turning Movement Counts

File Name : Indian Trace at SW 160 Avenue

Indian Trace at SW 160 Avenue

Site Code : 01

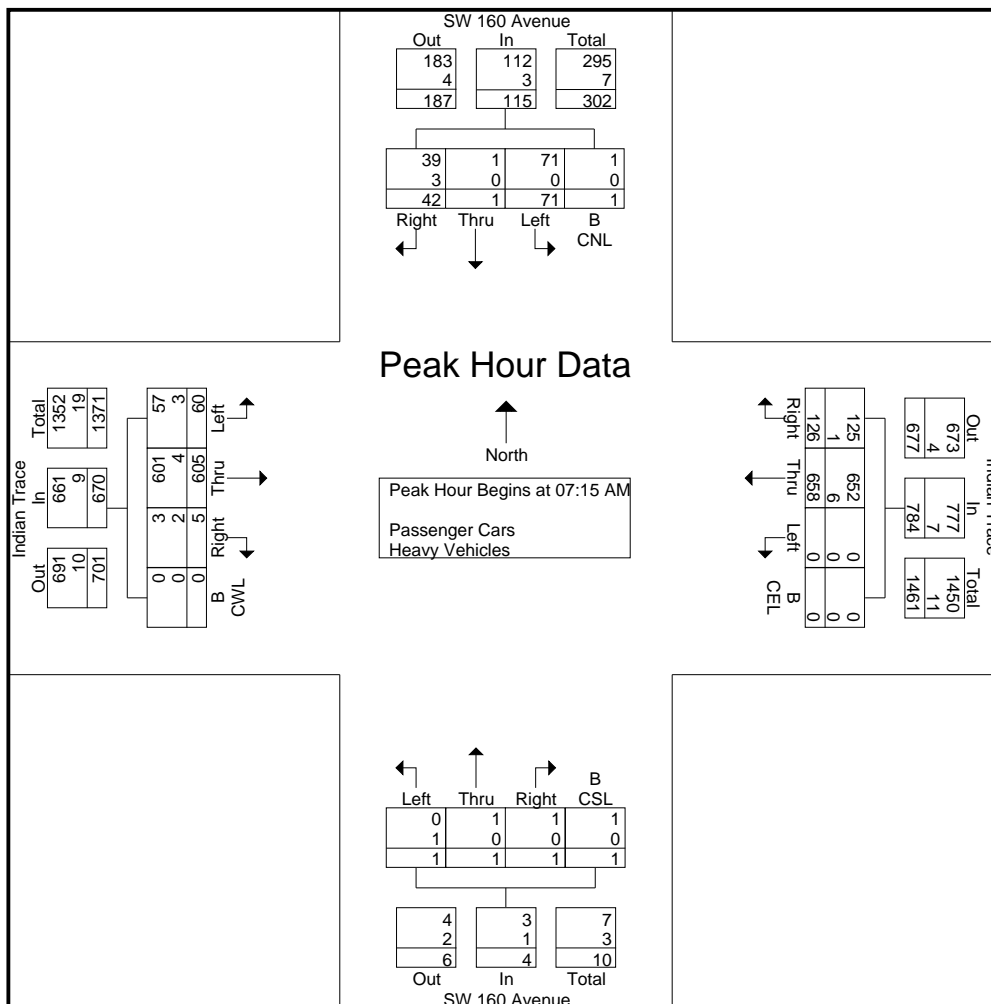
Start Date : 5/13/2025

Page No : 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	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

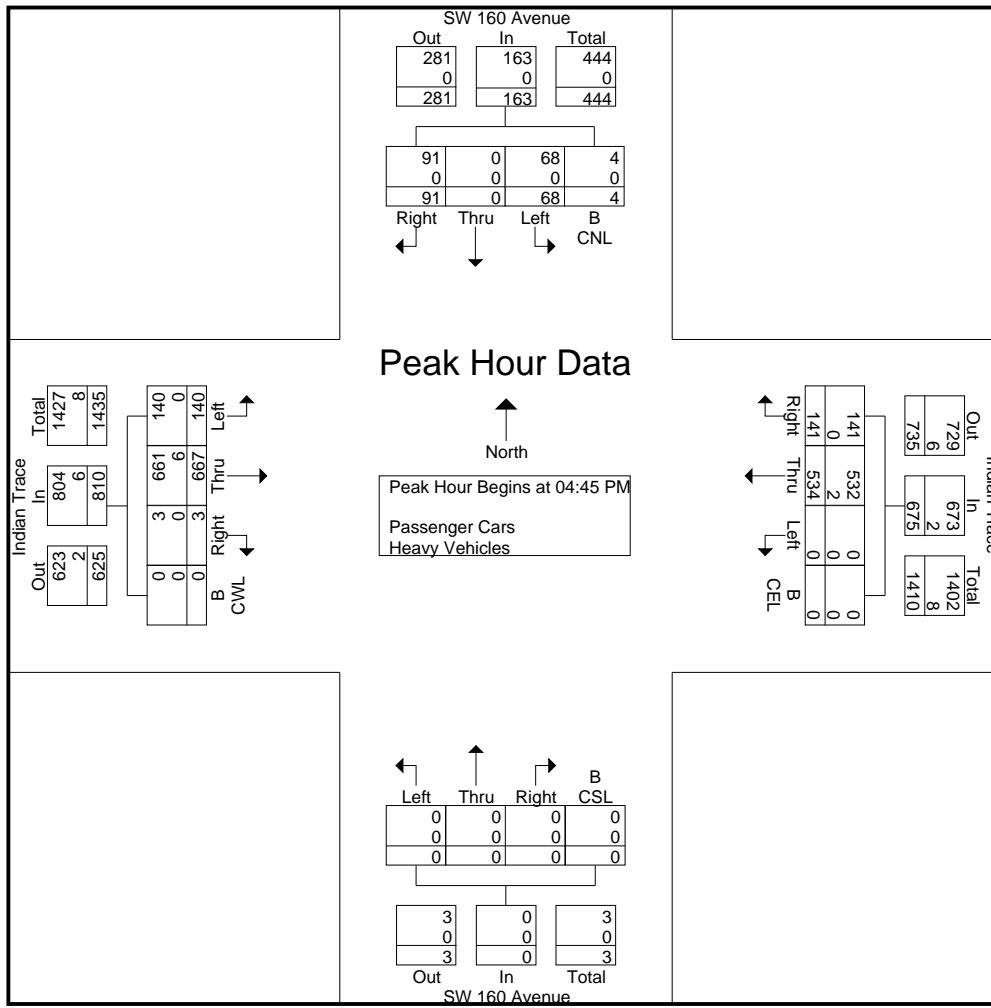
Site Code : 01

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
Total	8	96	9	0	0	0	113	5	4	28	0	4	0	41	41	120	5	0	0	0	166	0	1	0	0	0	0	0	1	321
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
Total	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	0	4	444
*** 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
Total	11	66	34	1	1	2	115	53	17	91	0	1	4	166	122	142	2	0	0	2	268	2	9	3	0	1	0	0	15	564
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
Total	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	0	22	594
Grand Total	40	299	109	1	2	3	454	128	63	268	0	7	6	472	434	502	13	2	0	4	955	5	26	10	0	1	0	0	42	1923
Apprch %	8.8	65.9	24	0.2	0.4	0.7		27.1	13.3	56.8	0	1.5	1.3		45.4	52.6	1.4	0.2	0	0.4		11.9	61.9	23.8	0	2.4	0			
Total %	2.1	15.5	5.7	0.1	0.1	0.2	23.6	6.7	3.3	13.9	0	0.4	0.3	24.5	22.6	26.1	0.7	0.1	0	0.2	49.7	0.3	1.4	0.5	0	0.1	0	0	2.2	
Passenger Cars	38	297	109	1	2	3	450	128	63	263	0	7	3	464	429	500	8	2	0	2	941	4	26	10	0	1	0	0	41	1896
% Passenger Cars	95	99.3	100	100	100	100	99.1	100	100	98.1	0	100	50	98.3	98.8	99.6	61.5	100	0	50	98.5	80	100	100	0	100	0	0	97.6	98.6
Heavy Vehicles	2	2	0	0	0	0	4	0	0	5	0	0	3	8	5	2	5	0	0	2	14	1	0	0	0	0	0	0	1	27
% Heavy Vehicles	5	0.7	0	0	0	0	0.9	0	0	1.9	0	0	50	1.7	1.2	0.4	38.5	0	0	50	1.5	20	0	0	0	0	0	0	2.4	1.4

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

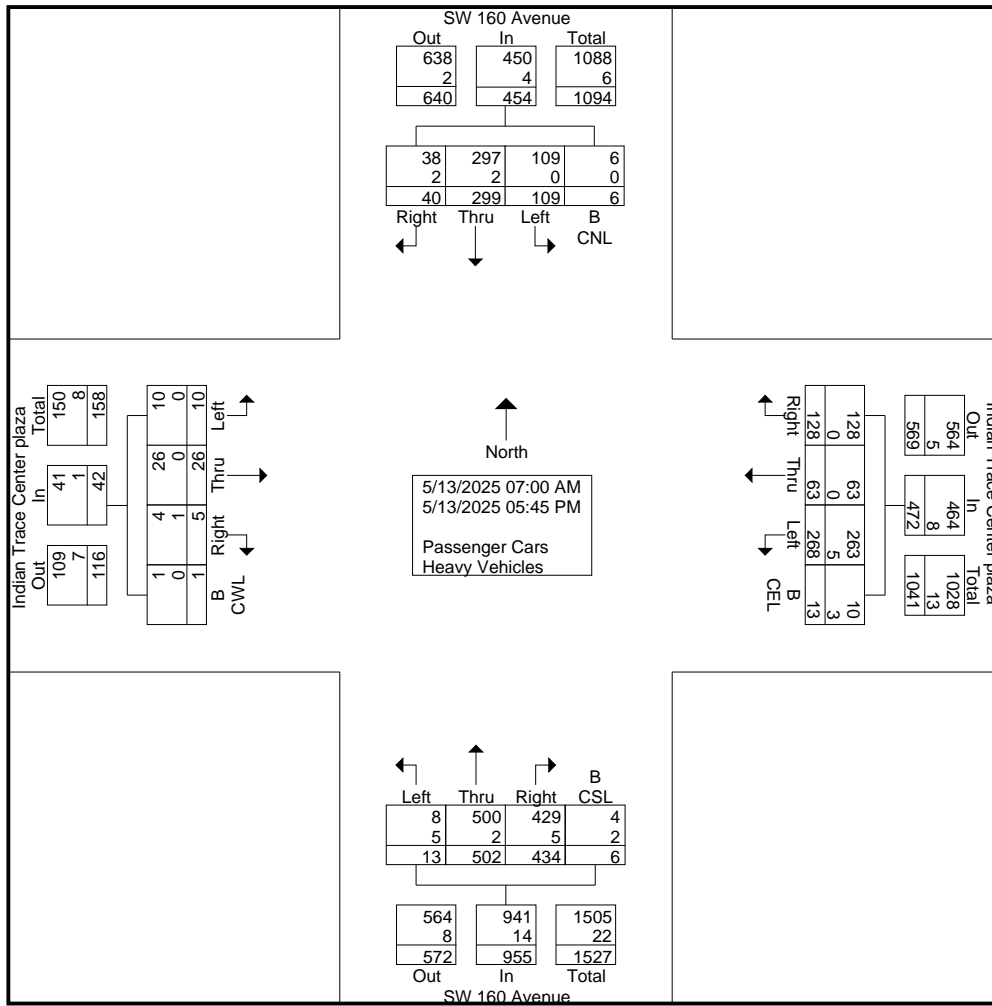
SW 160 Avenue at Indian Trace Center Plaza

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

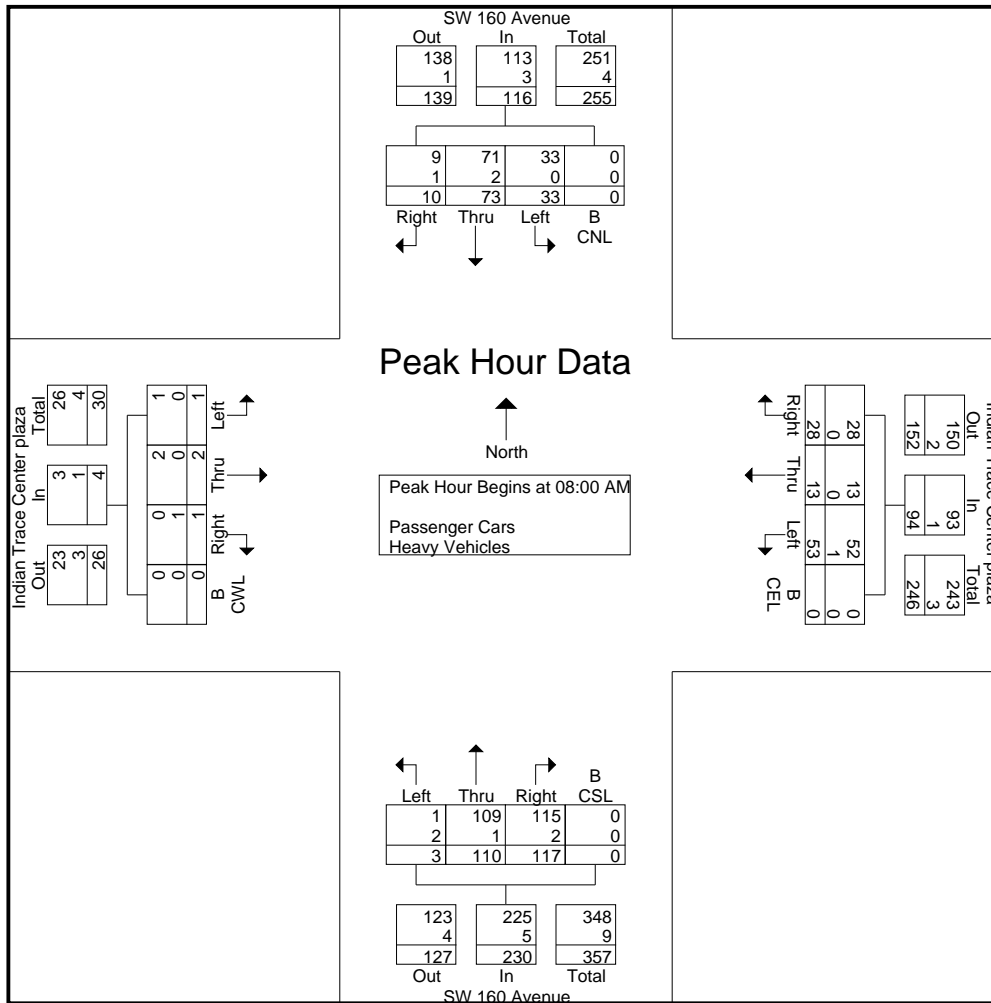
Start Date : 5/13/2025

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	.603	.813	.948	.250	.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

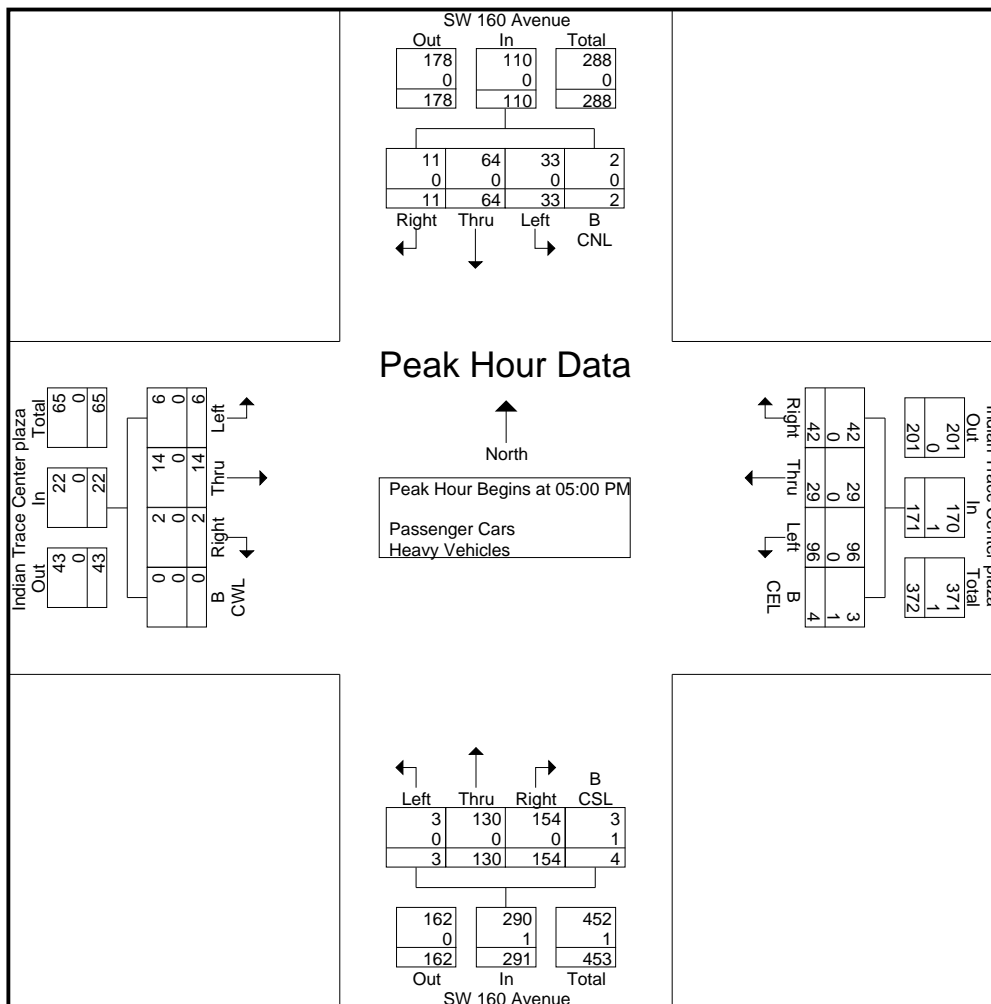
SW 160 Avenue at Indian Trace Center Pla

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	100
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 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

4_8630_PKSEASON.TXT

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

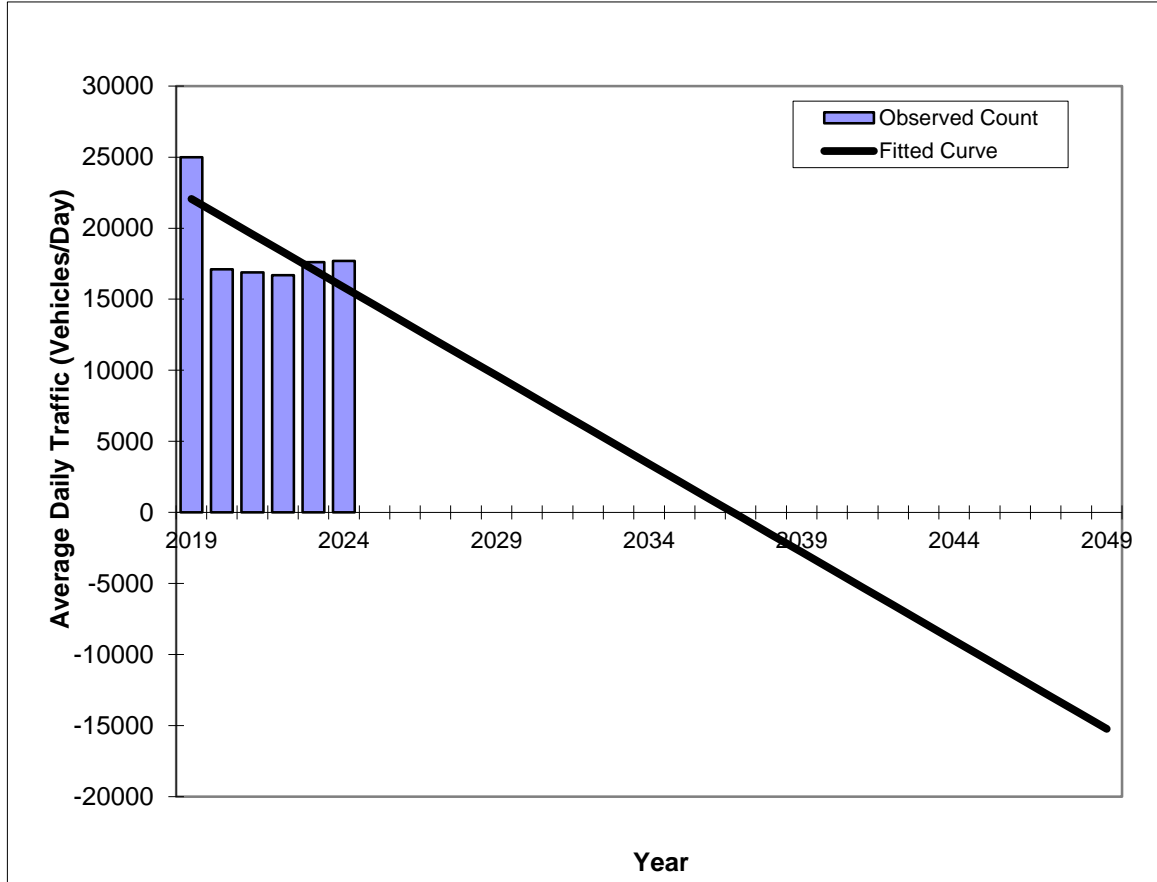
FDOT STATION	LOCATION	LINEAR REGRESSION		EXPONENTIAL		DECAY EXPONENTIAL	
		GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED
5 YEARS (2019-2024)							
86-9122	SW 14 STREET, E. OF I-75	-3.32%	12.37%	-2.89%	8.86%	-5.65%	32.88%
86-9190	WESTON ROAD, S. OF SW 14 STREET	-7.67%	83.01%	-8.66%	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%
		AVERAGE GR =	-5.82%	AVERAGE GR =	-6.04%	AVERAGE GR =	-7.93%
10 YEARS (2014-2024)							
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%
		AVERAGE GR =	-3.14%	AVERAGE GR =	-3.85%	AVERAGE GR =	-2.95%

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
2035 Opening Year Trend		
2035	N/A	2,170
2039 Interim Year Trend		
2039	N/A	-2,800
2049 Design Year Trend		
2049	N/A	-15,230
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

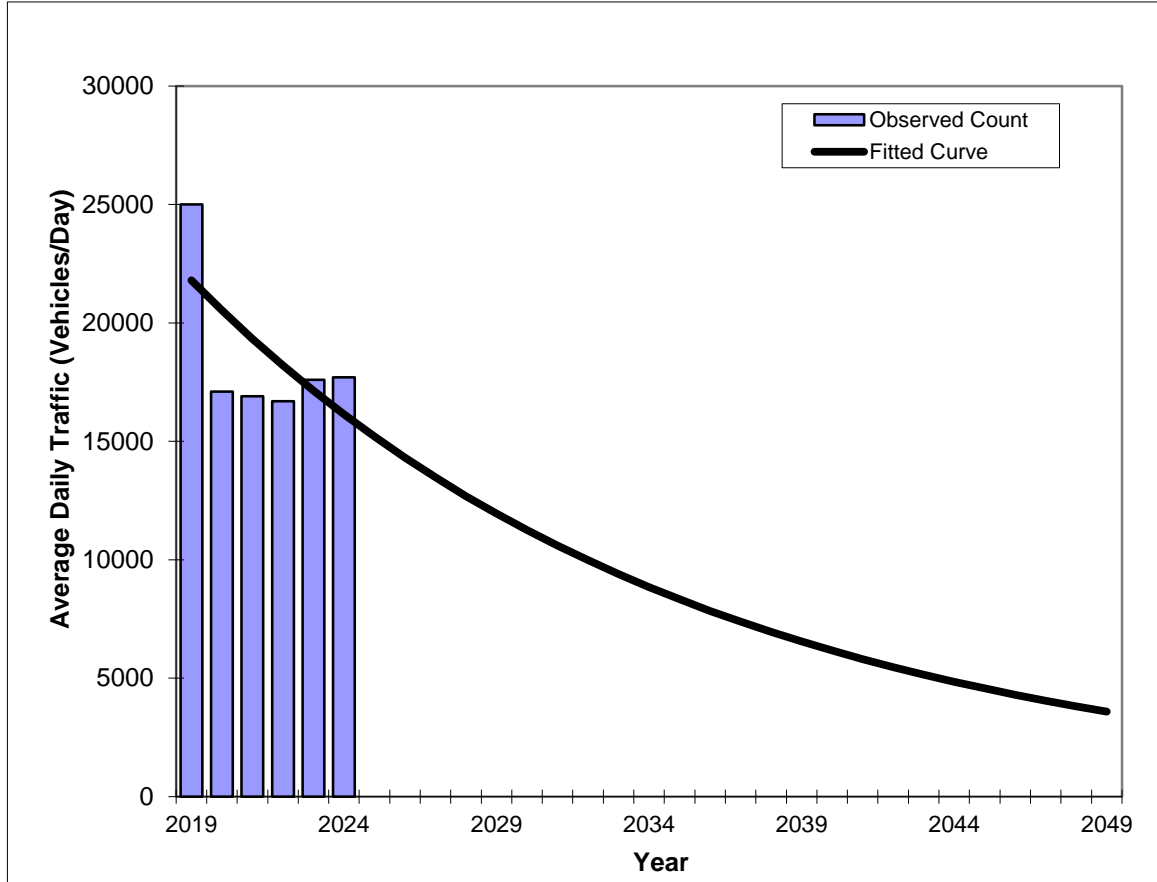
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	8,330
2039 Interim Year Trend		
2039	N/A	6,550
2049 Design Year Trend		
2049	N/A	3,590
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

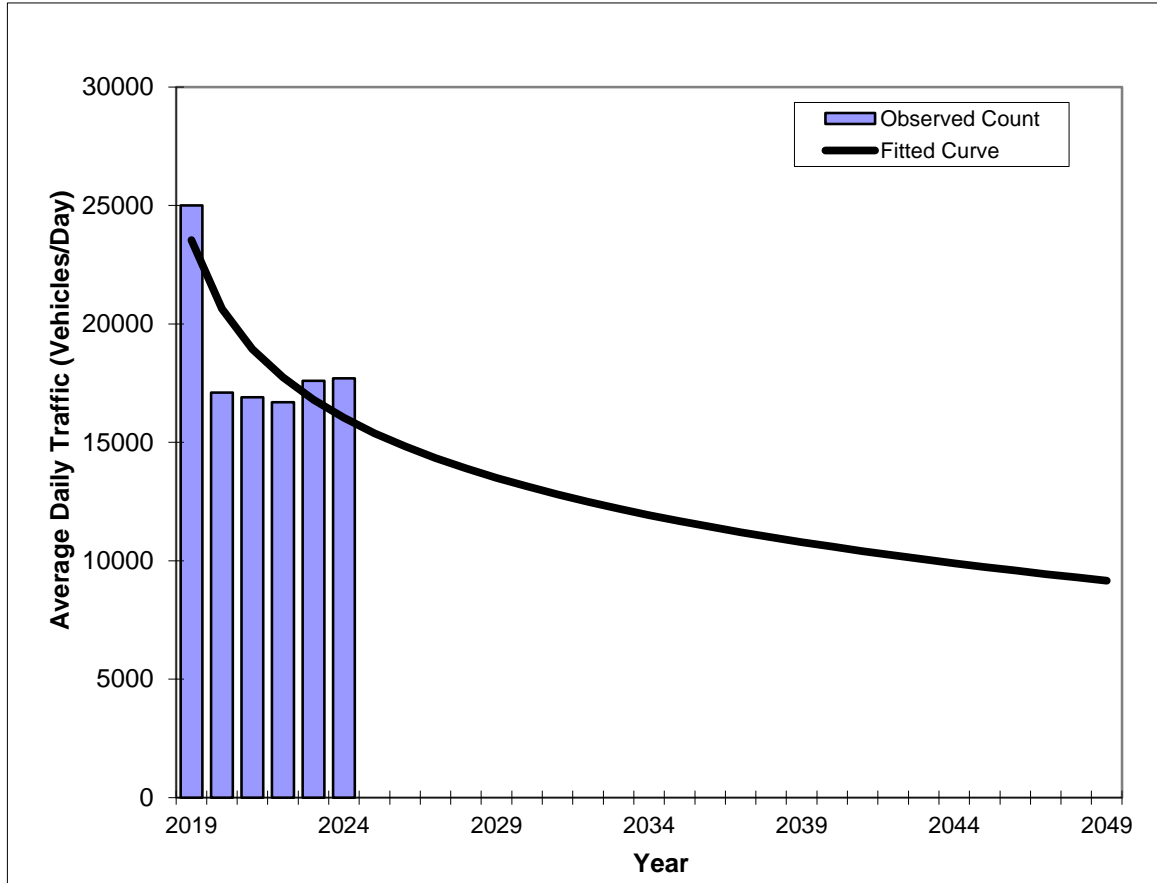
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	11,680
2039 Interim Year Trend		
2039	N/A	10,790
2049 Design Year Trend		
2049	N/A	9,160
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

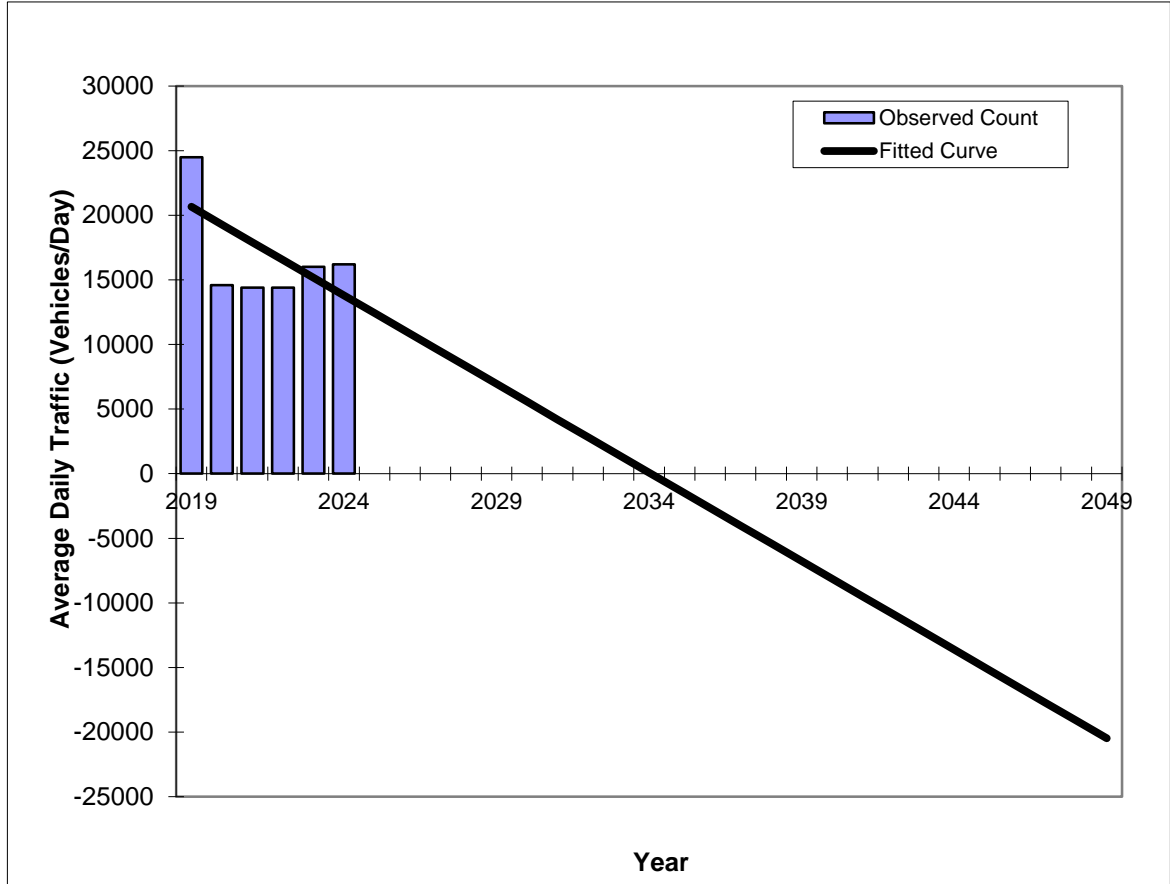
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	-1,280
2039 Interim Year Trend		
2039	N/A	-6,770
2049 Design Year Trend		
2049	N/A	-20,480
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

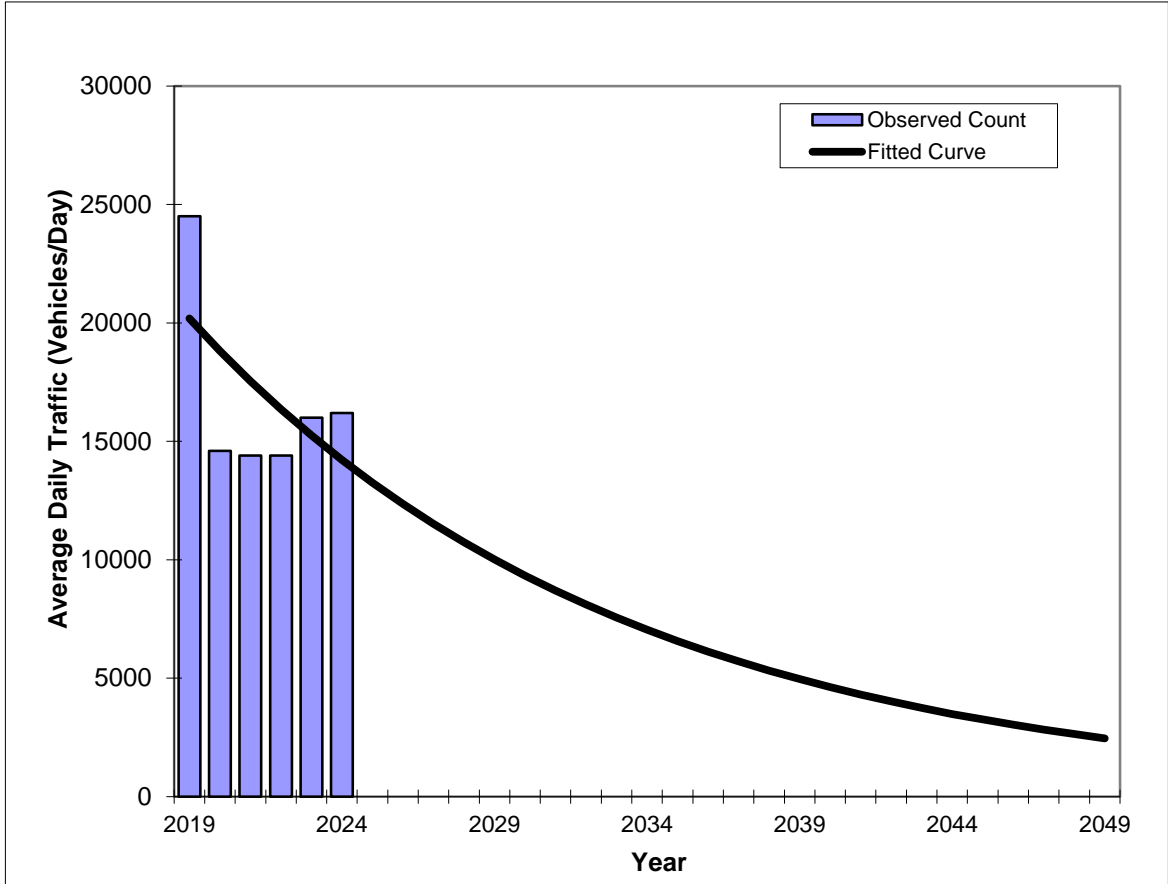
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	6,570
2039 Interim Year Trend		
2039	N/A	4,960
2049 Design Year Trend		
2049	N/A	2,460
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

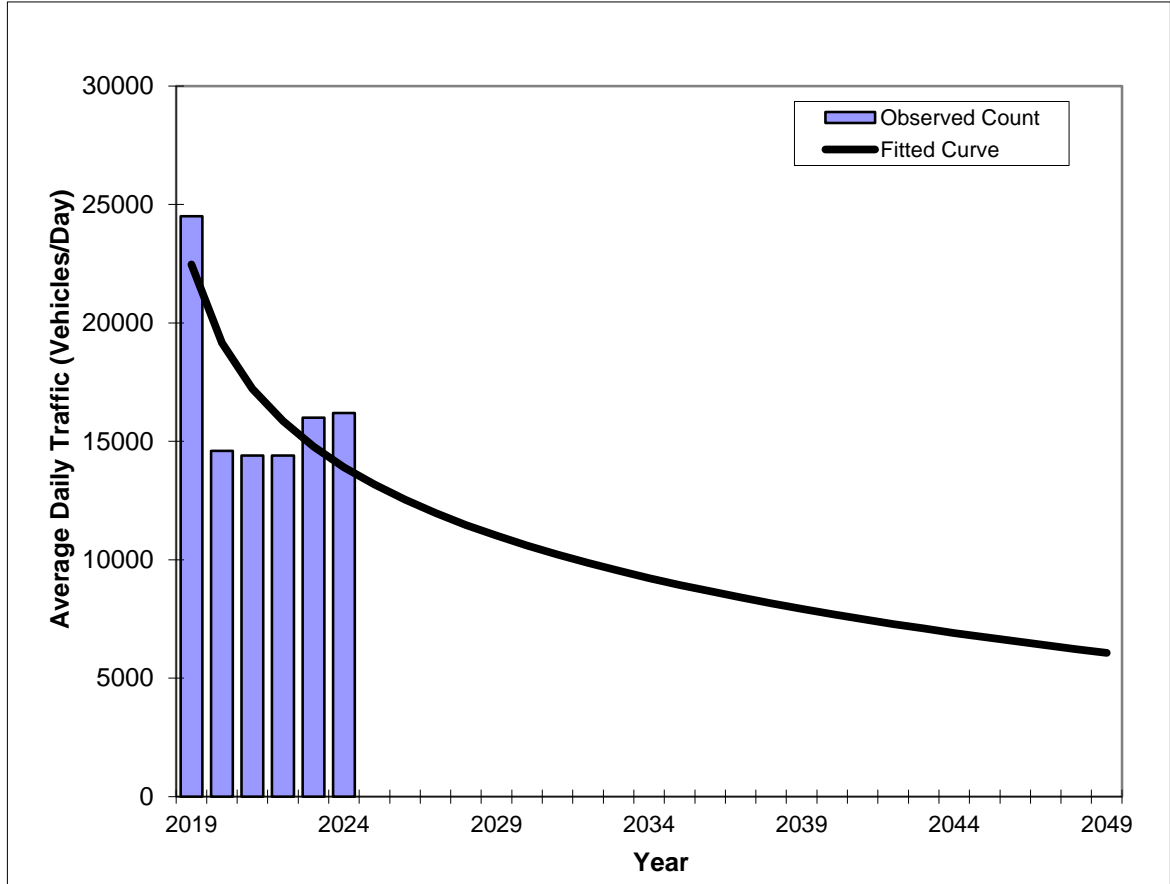
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	8,940
2039 Interim Year Trend		
2039	N/A	7,930
2049 Design Year Trend		
2049	N/A	6,070
FSUTMS Forecasts/Trends		

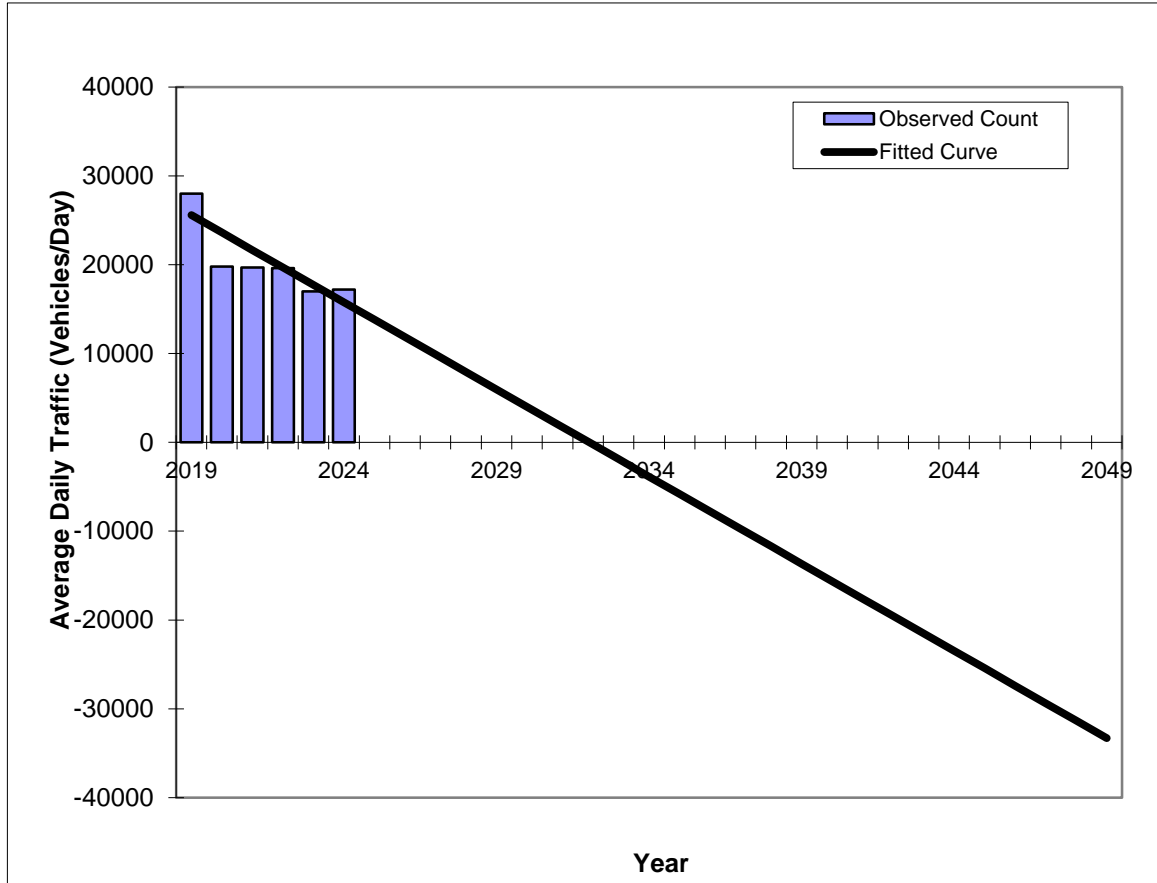
Trend R-squared:	71.43%
Compounded Annual Historic Growth Rate:	-9.15%
Compounded Growth Rate (2024 to Design Year)	-3.26%
Printed:	5/21/2025
Decaying Exponential Growth Option	

*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
2035 Opening Year Trend		
2035	N/A	-5,820
2039 Interim Year Trend		
2039	N/A	-13,670
2049 Design Year Trend		
2049	N/A	-33,300
FSUTMS Forecasts/Trends		

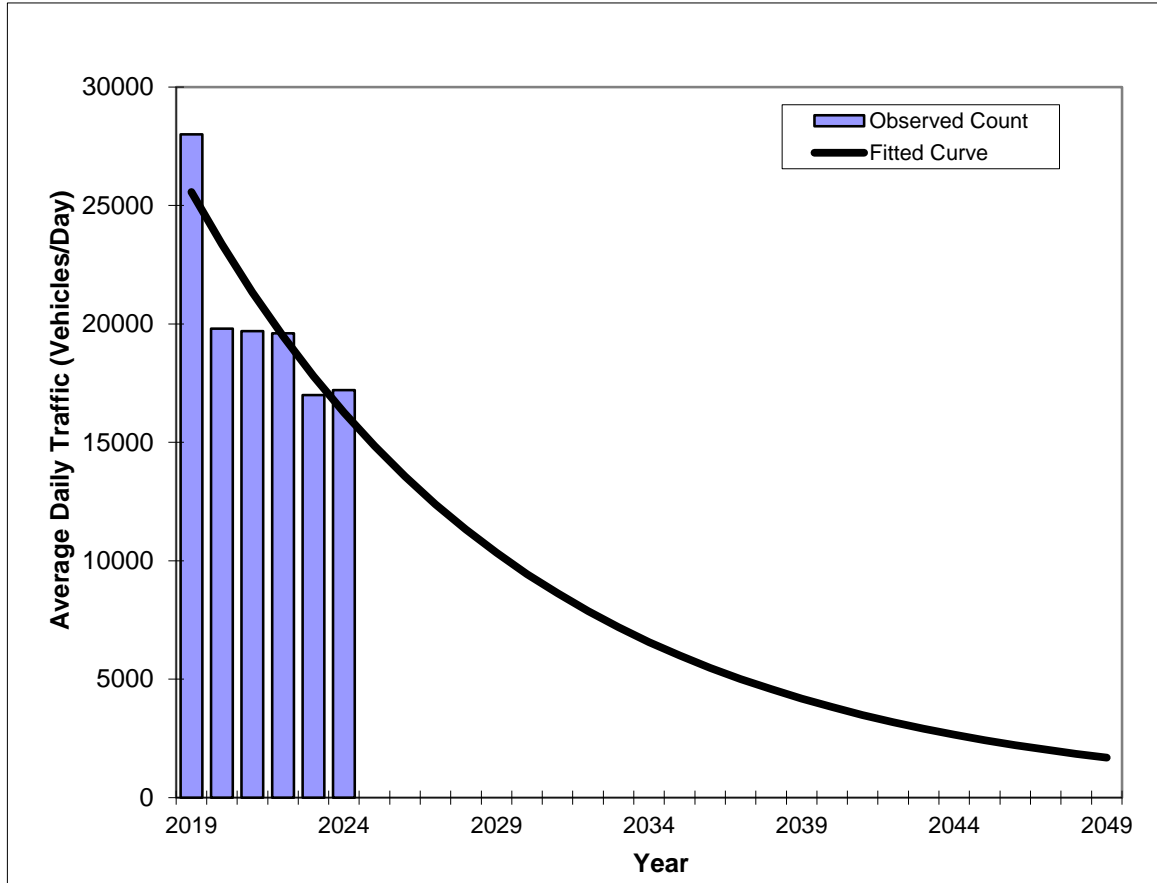
Annual Trend Decrease:	1,963
Trend R-squared:	83.01%
Trend Annual Historic Growth Rate:	-7.67%
Trend Growth Rate (2024 to Design Year)	-12.44%
Printed:	5/21/2025
Linear Growth Option	

*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
2035 Opening Year Trend		
2035	N/A	6,000
2039 Interim Year Trend		
2039	N/A	4,180
2049 Design Year Trend		
2049	N/A	1,690
FSUTMS Forecasts/Trends		

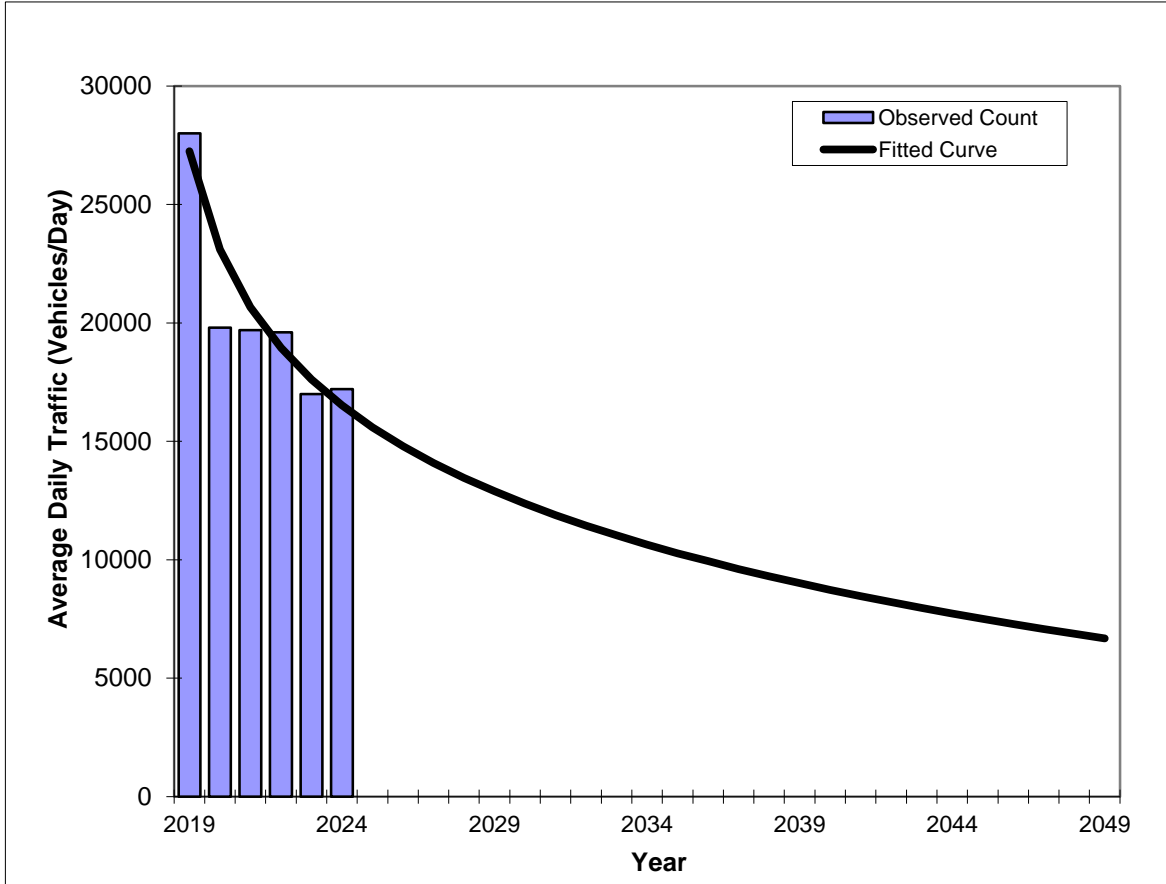
Trend R-squared:	87.51%
Compounded Annual Historic Growth Rate:	-8.66%
Compounded Growth Rate (2024 to Design Year)	-8.66%
Printed:	5/21/2025
Exponential Growth Option	

*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
2035 Opening Year Trend		
2035	N/A	10,280
2039 Interim Year Trend		
2039	N/A	9,010
2049 Design Year Trend		
2049	N/A	6,680
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

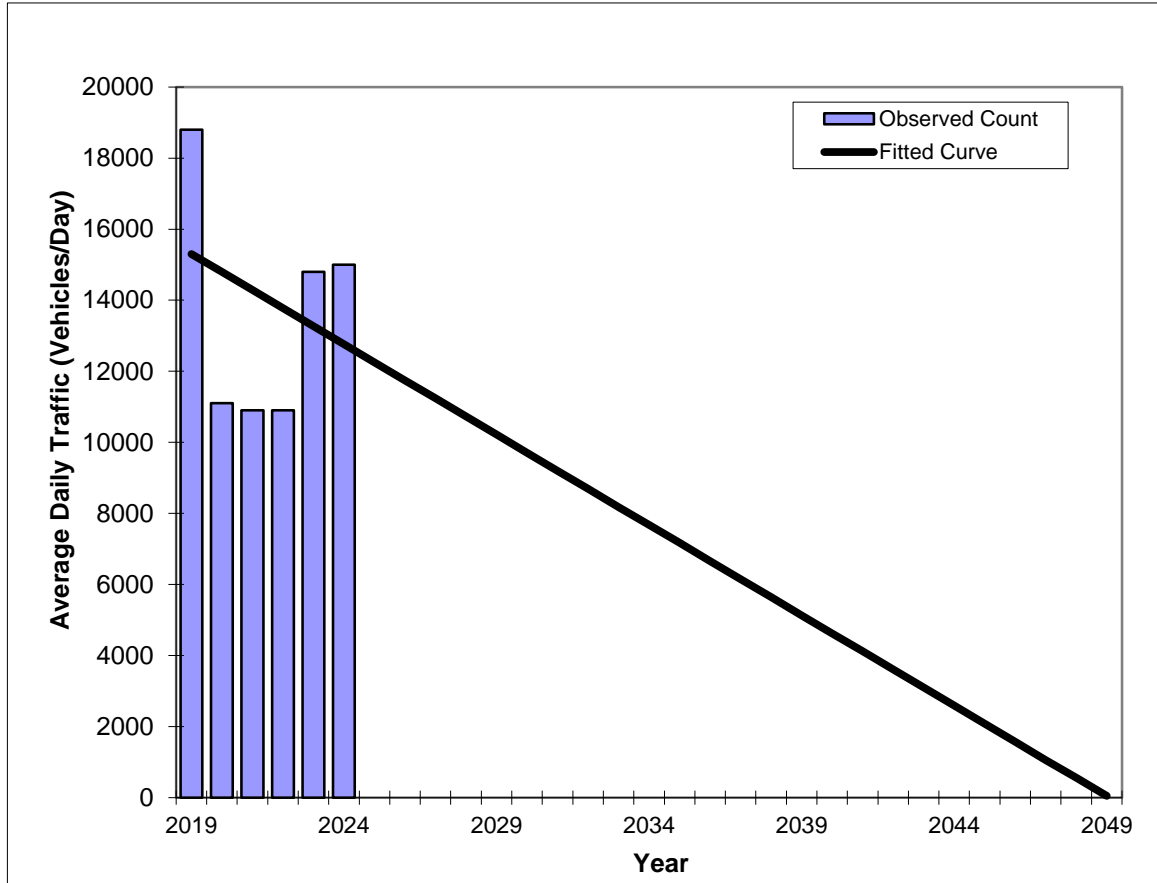
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	7,170
2039 Interim Year Trend		
2039	N/A	5,130
2049 Design Year Trend		
2049	N/A	50
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

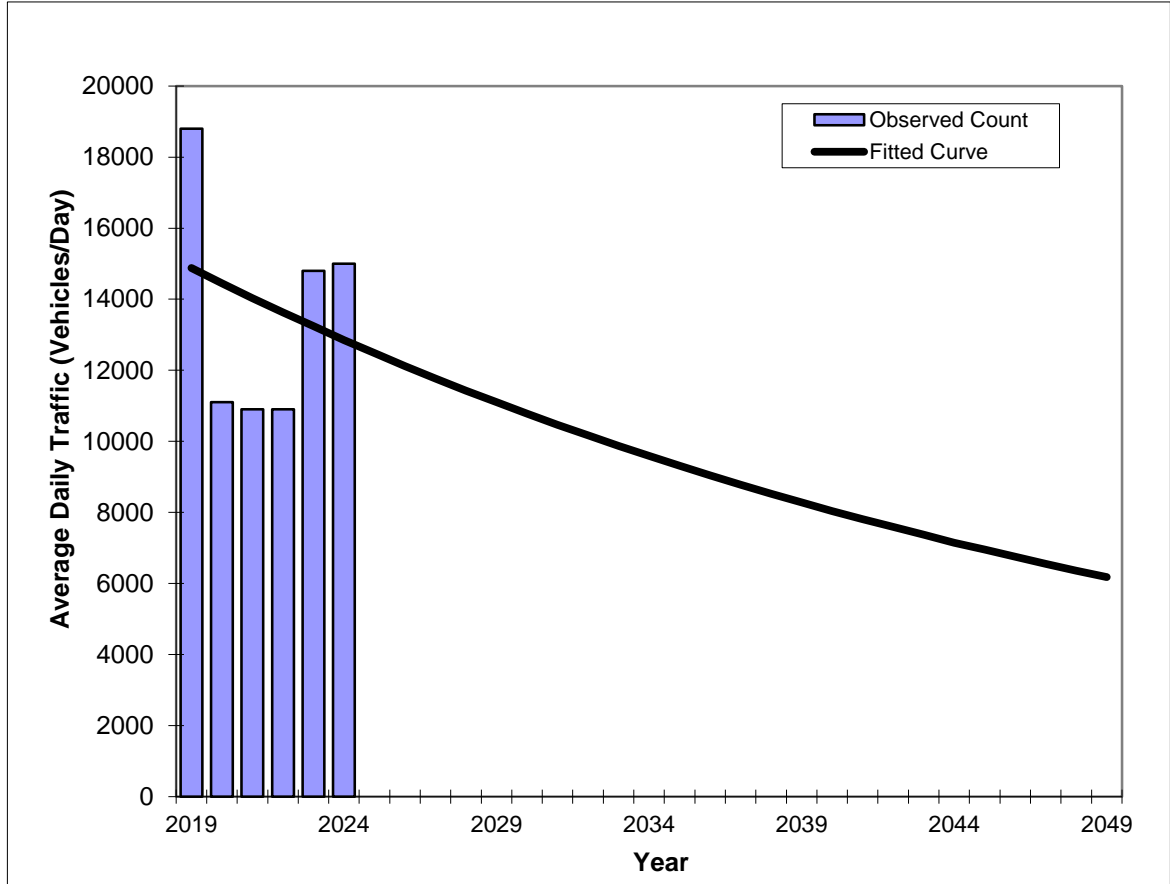
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	9,310
2039 Interim Year Trend		
2039	N/A	8,280
2049 Design Year Trend		
2049	N/A	6,180
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

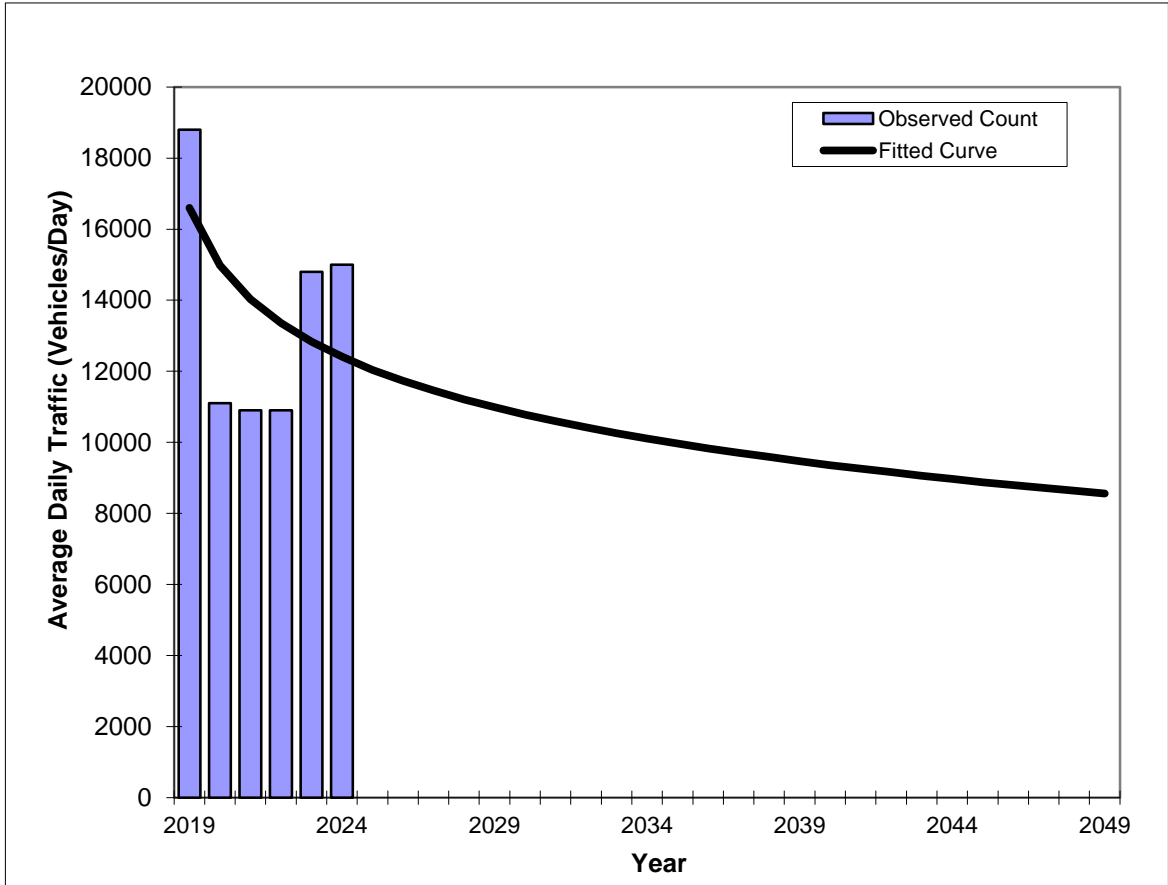
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	9,970
2039 Interim Year Trend		
2039	N/A	9,470
2049 Design Year Trend		
2049	N/A	8,560
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

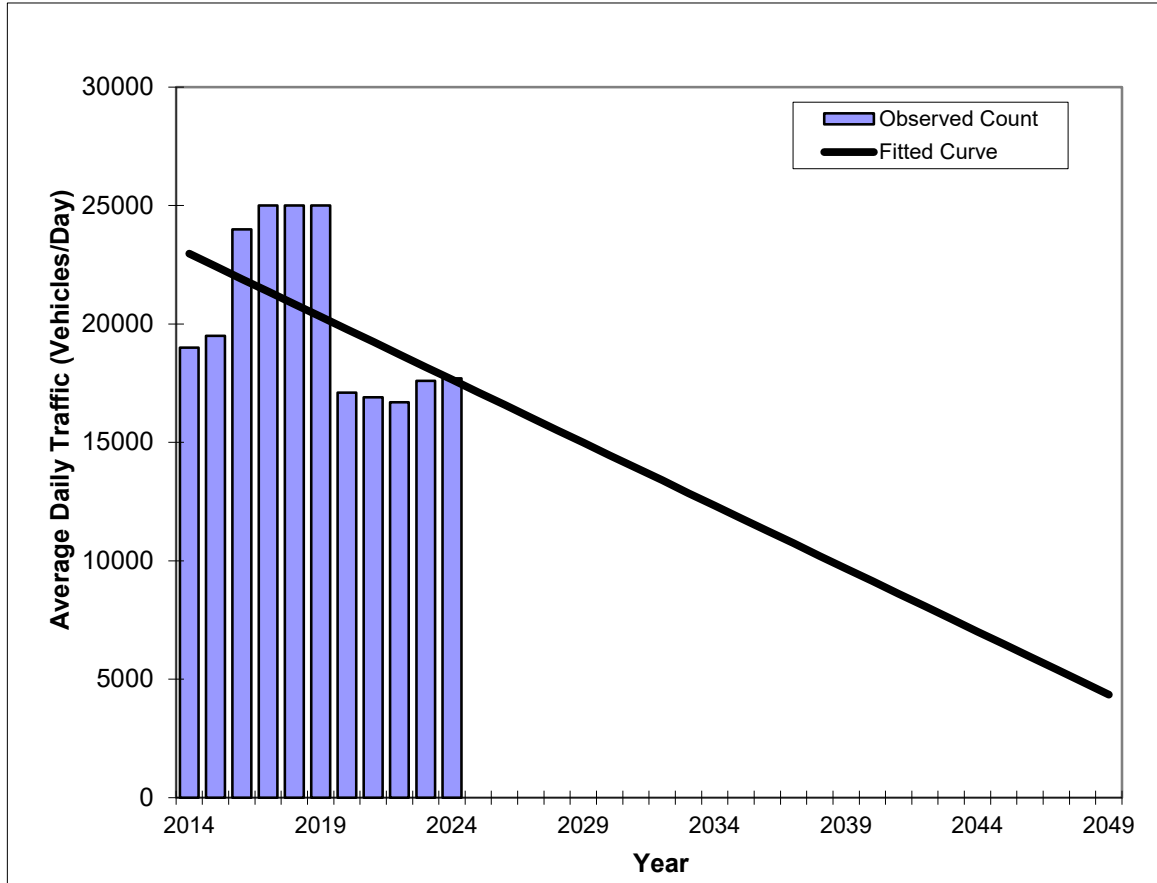
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	11,800
2039 Interim Year Trend		
2039	N/A	9,670
2049 Design Year Trend		
2049	N/A	4,350
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

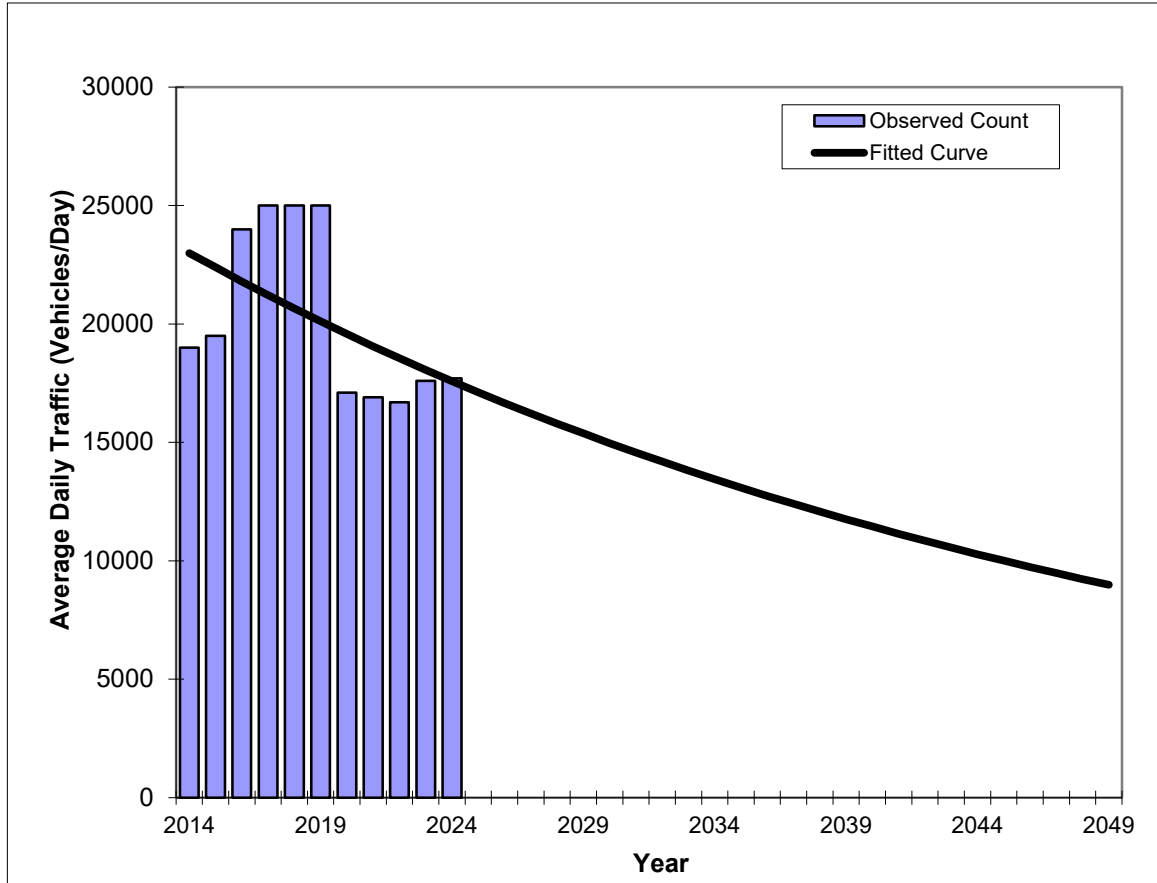
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	13,090
2039 Interim Year Trend		
2039	N/A	11,760
2049 Design Year Trend		
2049	N/A	8,990
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

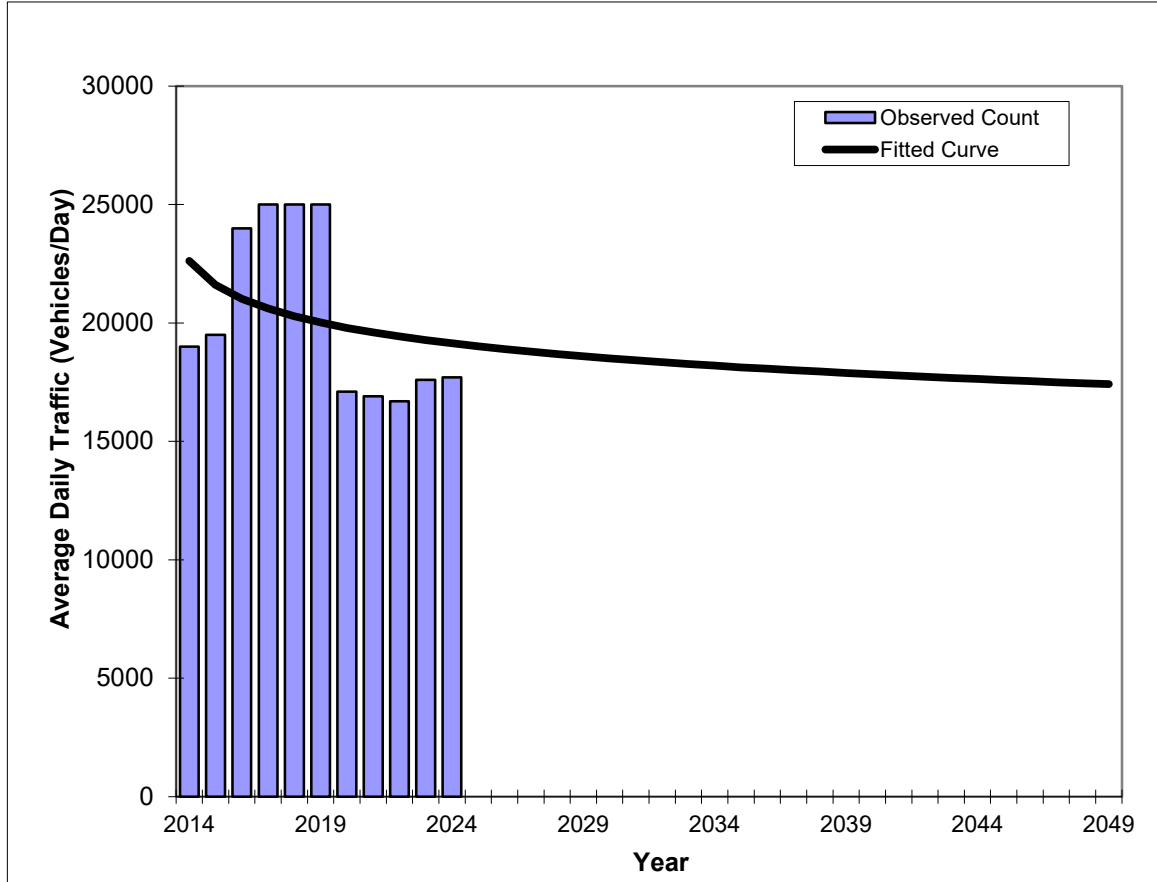
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	18,130
2039 Interim Year Trend		
2039	N/A	17,890
2049 Design Year Trend		
2049	N/A	17,420
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

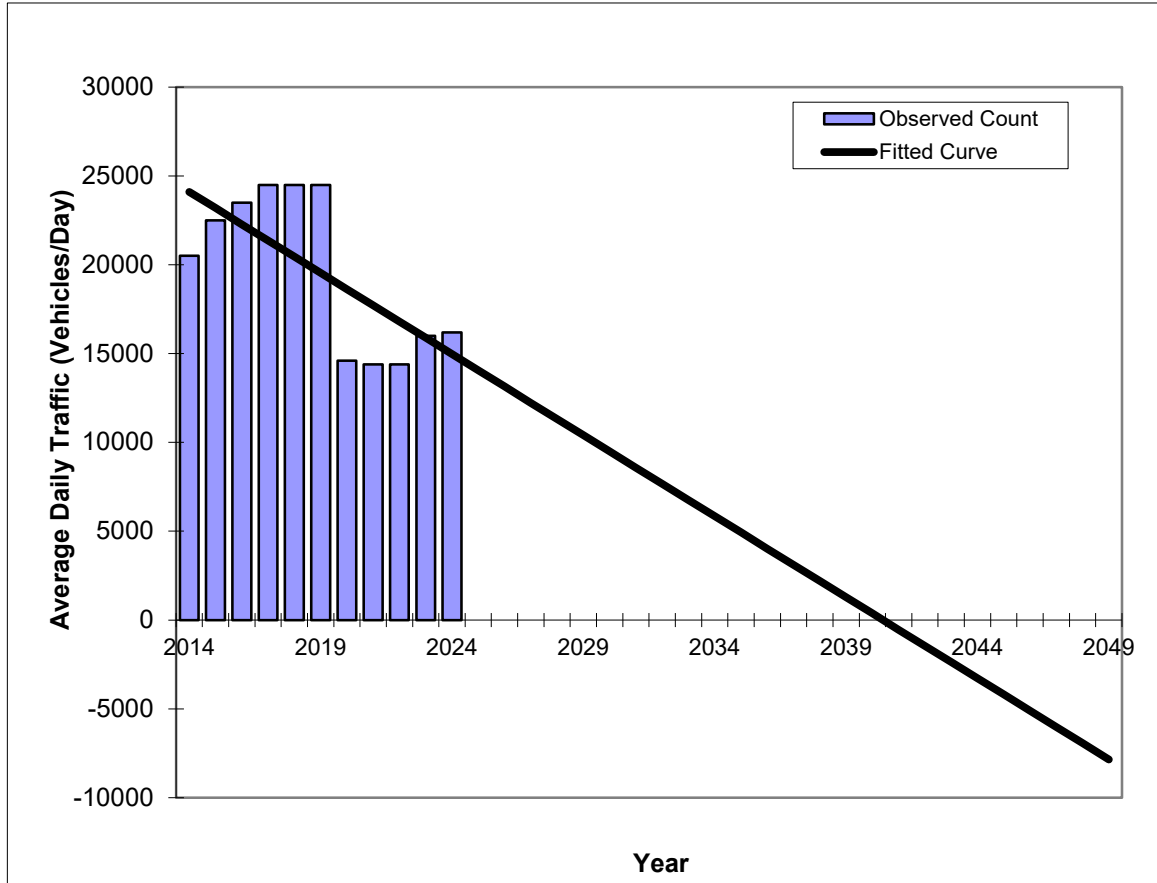
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	4,930
2039 Interim Year Trend		
2039	N/A	1,280
2049 Design Year Trend		
2049	N/A	-7,850
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

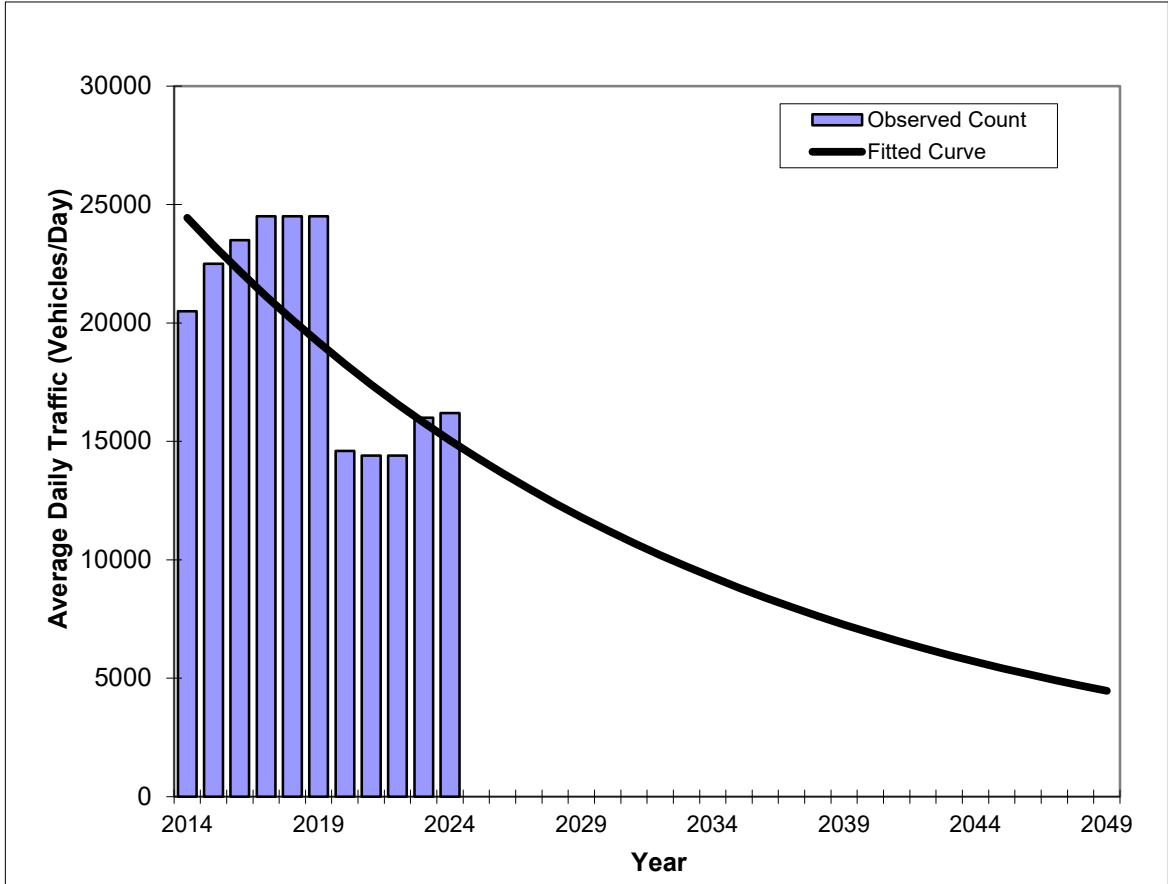
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	8,820
2039 Interim Year Trend		
2039	N/A	7,260
2049 Design Year Trend		
2049	N/A	4,470
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

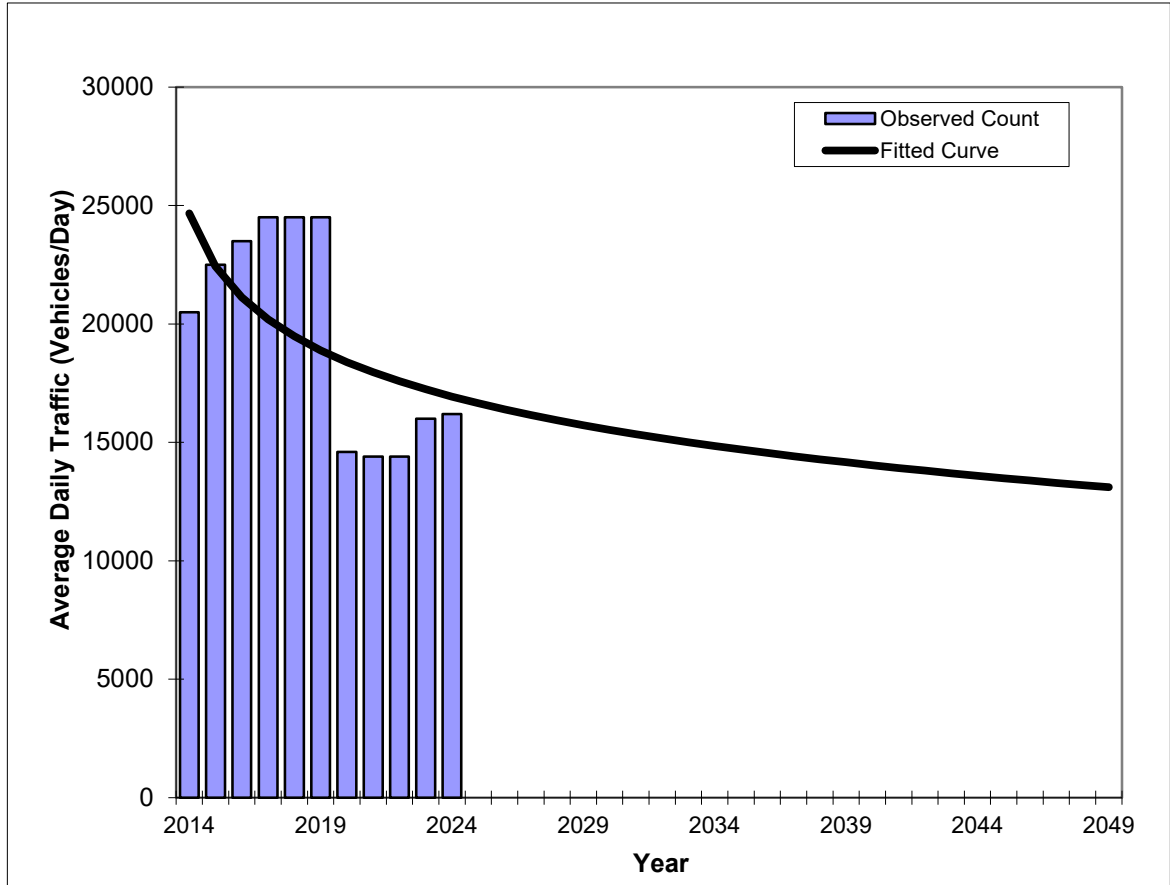
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	14,700
2039 Interim Year Trend		
2039	N/A	14,160
2049 Design Year Trend		
2049	N/A	13,110
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

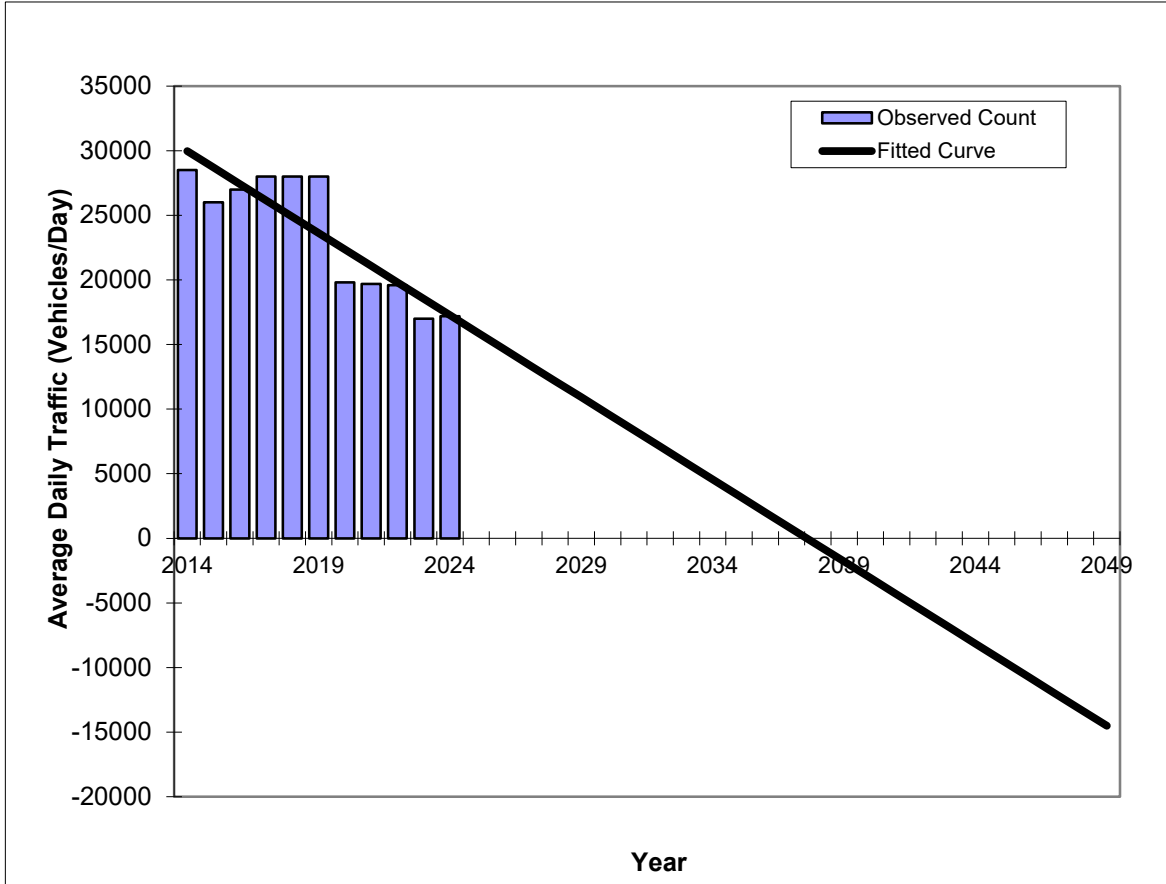
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	3,280
2039 Interim Year Trend		
2039	N/A	-1,800
2049 Design Year Trend		
2049	N/A	-14,510
FSUTMS Forecasts/Trends		

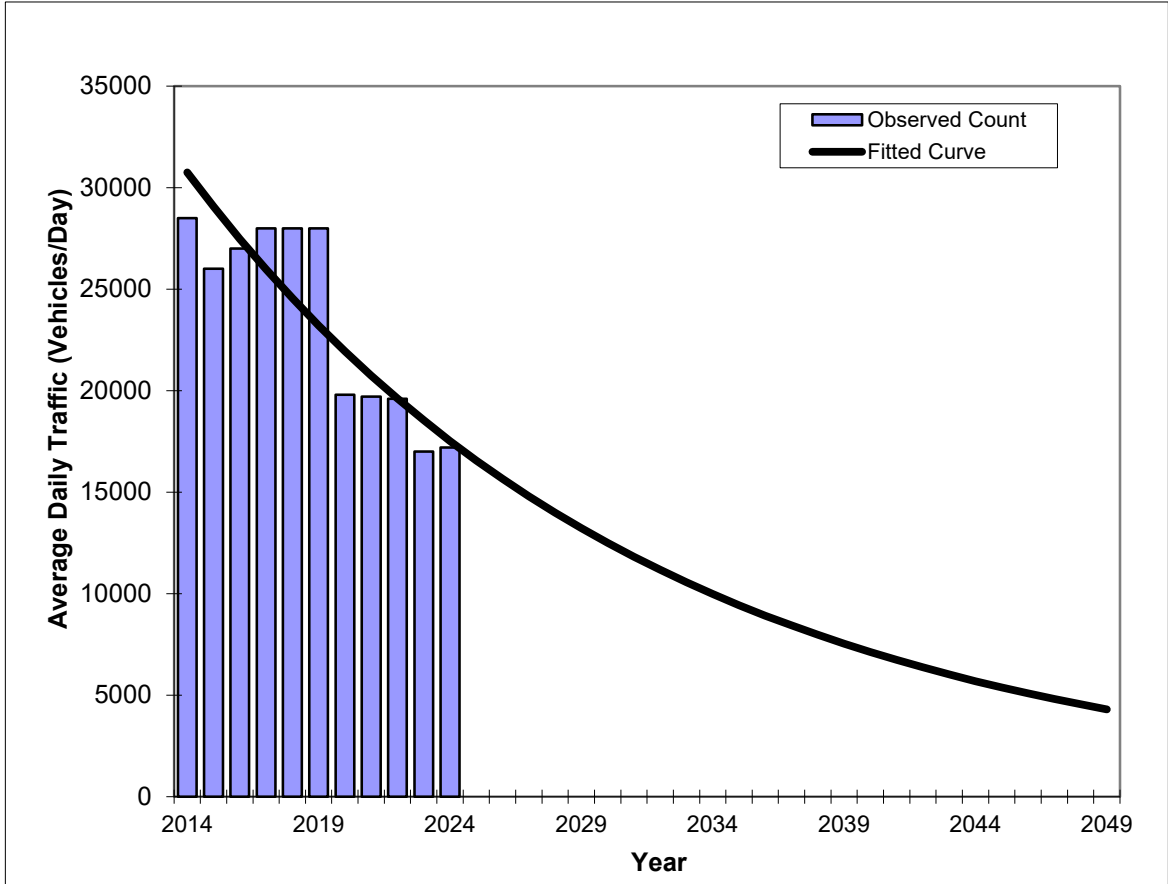
Annual Trend Decrease:	1,271
Trend R-squared:	88.62%
Trend Annual Historic Growth Rate:	-4.24%
Trend Growth Rate (2024 to Design Year)	-7.36%
Printed:	5/20/2025
Linear Growth Option	

*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
2035 Opening Year Trend		
2035	N/A	9,440
2039 Interim Year Trend		
2039	N/A	7,540
2049 Design Year Trend		
2049	N/A	4,300
FSUTMS Forecasts/Trends		

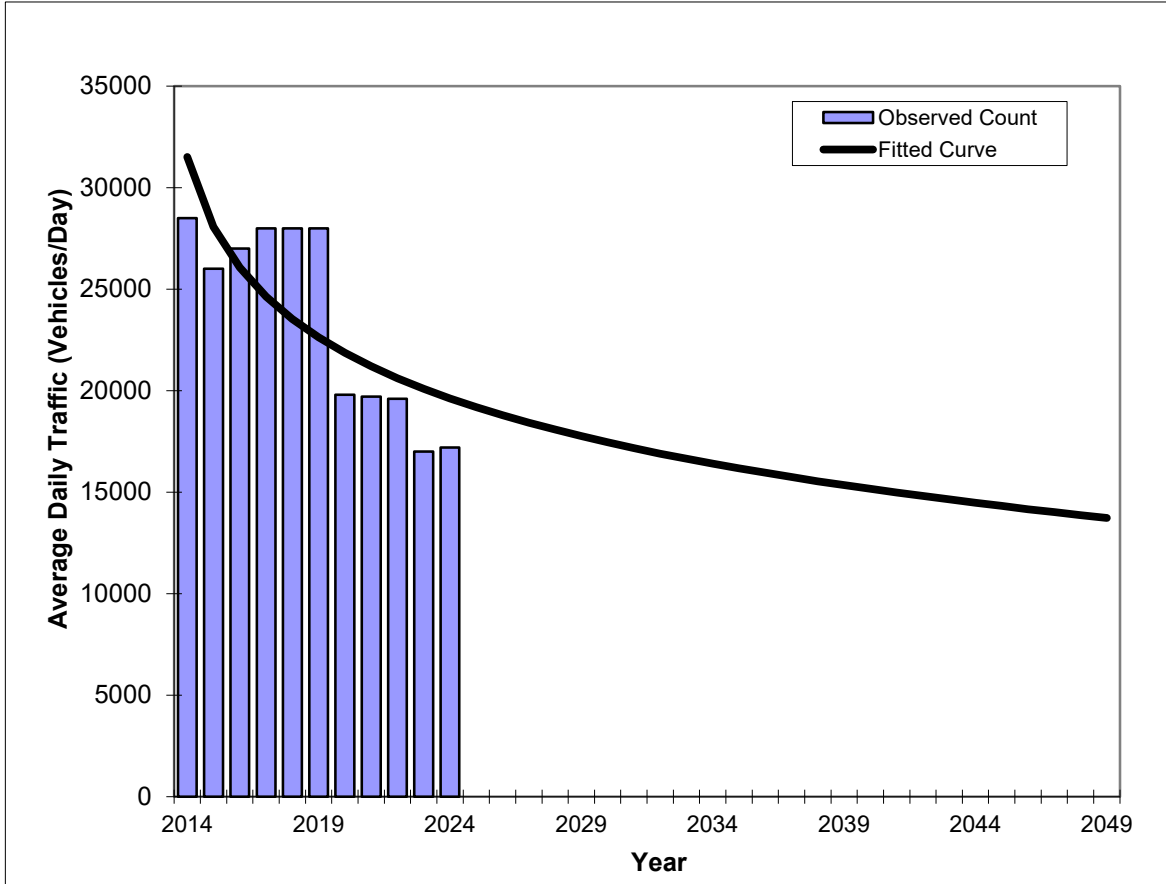
Trend R-squared:	88.34%
Compounded Annual Historic Growth Rate:	-5.47%
Compounded Growth Rate (2024 to Design Year)	-5.46%
Printed:	5/20/2025
Exponential Growth Option	

*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
2035 Opening Year Trend		
2035	N/A	16,180
2039 Interim Year Trend		
2039	N/A	15,350
2049 Design Year Trend		
2049	N/A	13,730
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

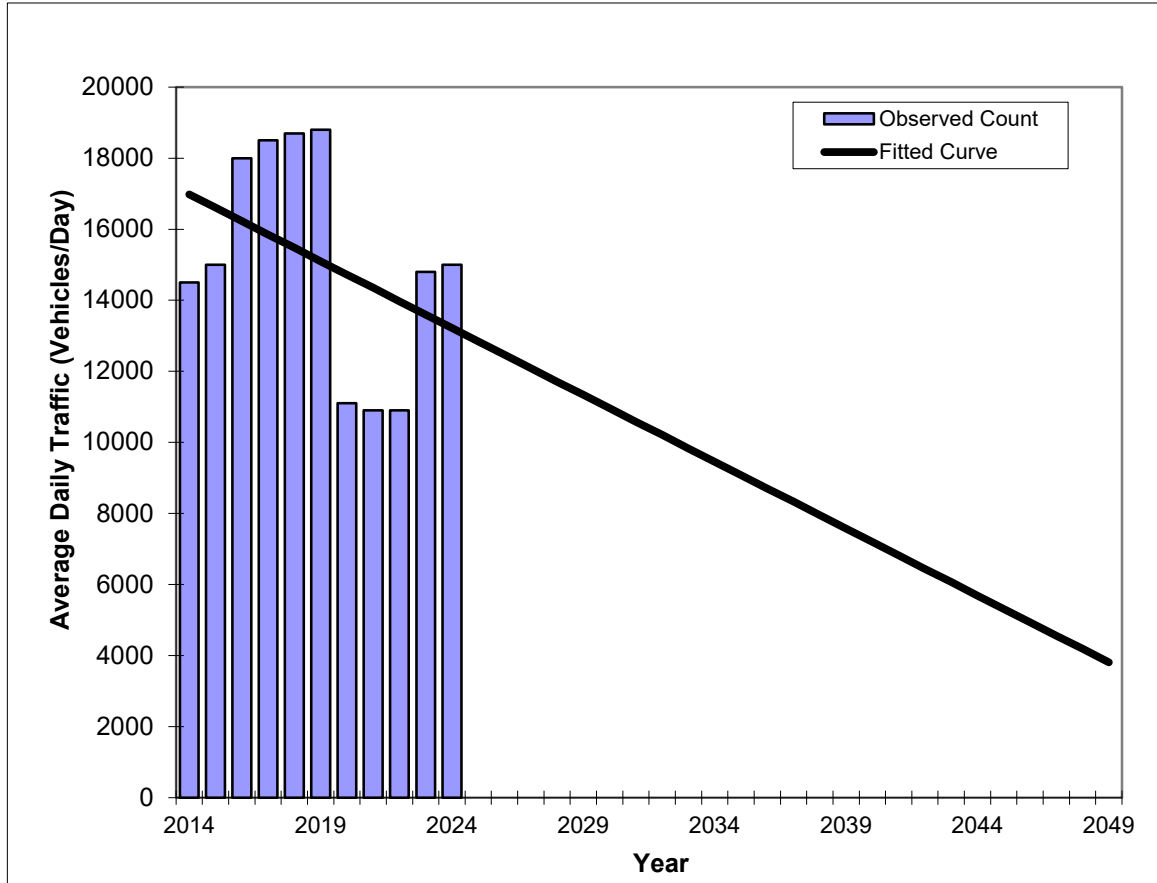
*Axle-Adjusted

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
2016	18,000	16,230
2017	18,500	15,850
2018	18,700	15,480
2019	18,800	15,100
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
2035 Opening Year Trend		
2035	N/A	9,080
2039 Interim Year Trend		
2039	N/A	7,570
2049 Design Year Trend		
2049	N/A	3,810
FSUTMS Forecasts/Trends		

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
Linear Growth Option	

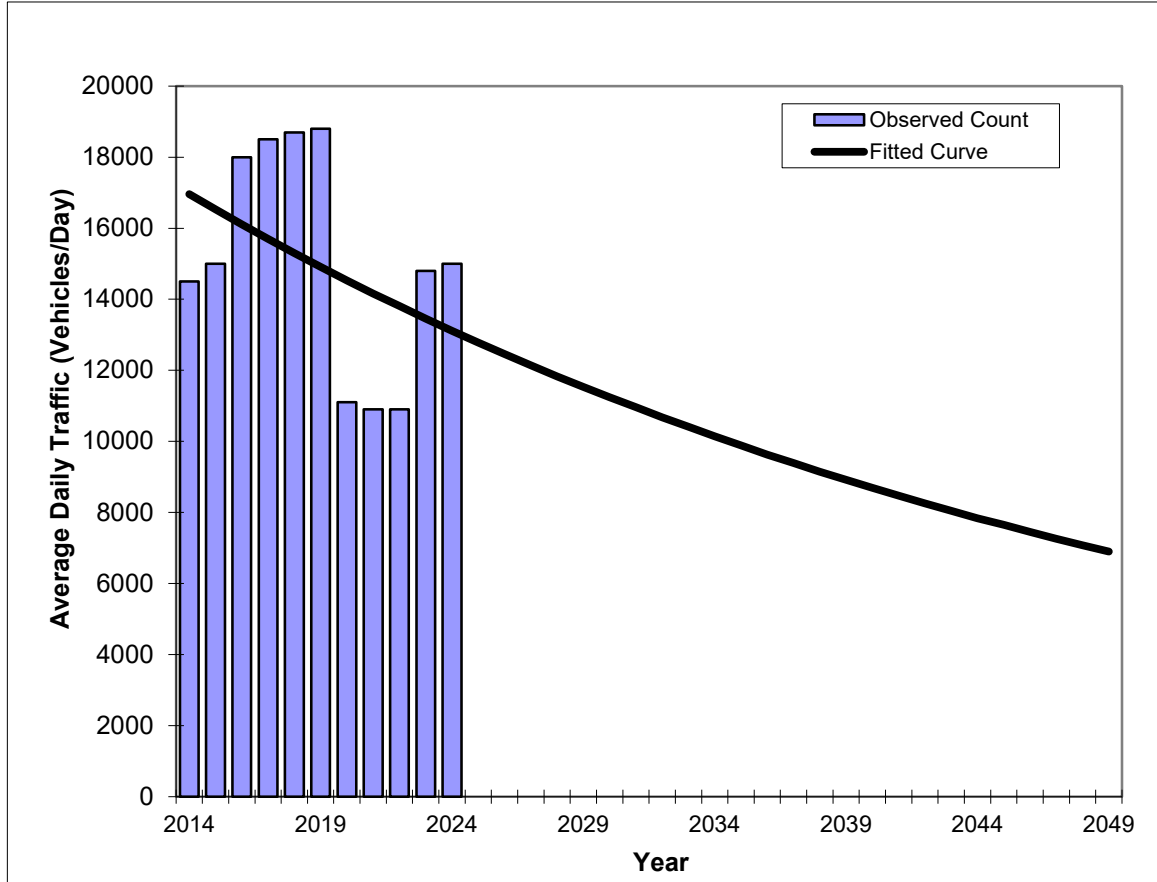
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	9,890
2039 Interim Year Trend		
2039	N/A	8,920
2049 Design Year Trend		
2049	N/A	6,900
FSUTMS Forecasts/Trends		

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
Exponential Growth Option	

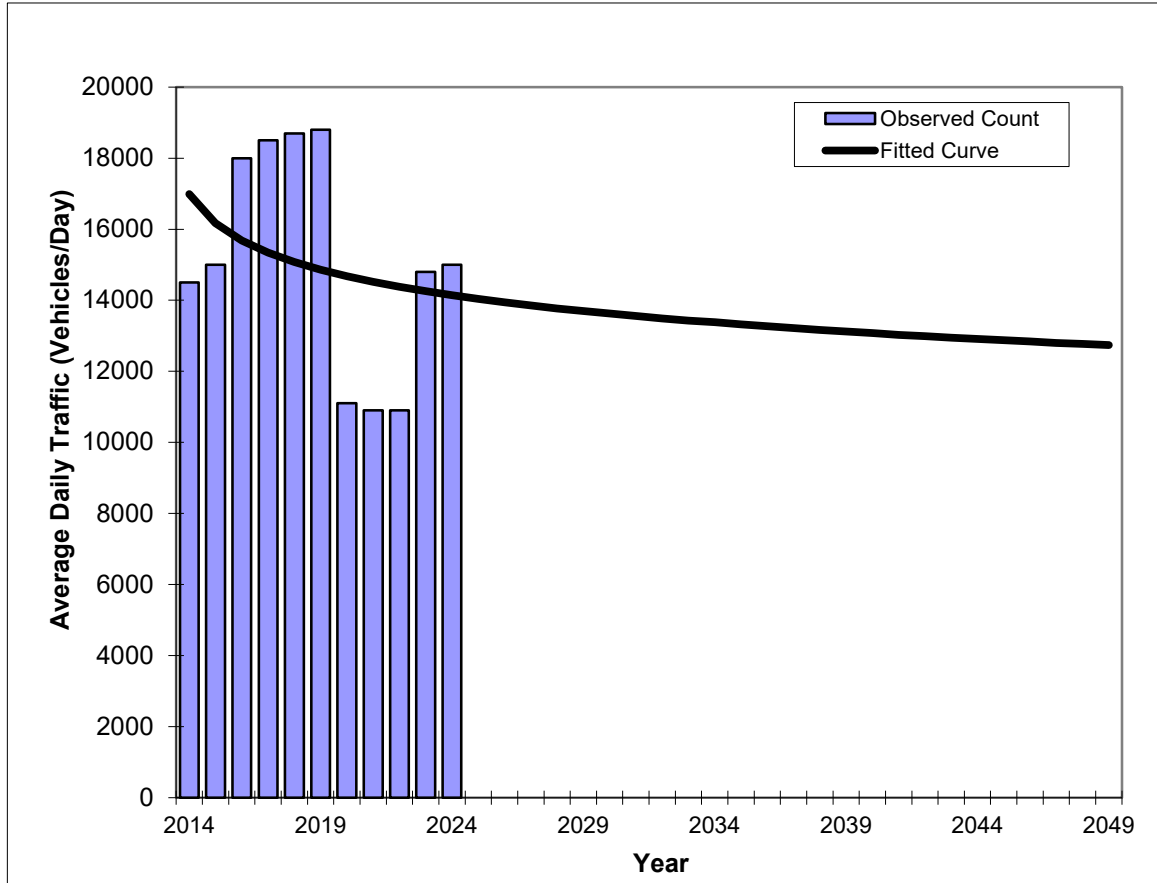
*Axle-Adjusted

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
2035 Opening Year Trend		
2035	N/A	13,320
2039 Interim Year Trend		
2039	N/A	13,120
2049 Design Year Trend		
2049	N/A	12,740
FSUTMS Forecasts/Trends		

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
Decaying Exponential Growth Option	

*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 Committed Development	0	0	0	2	0	3	3	32	0	0	37	7
1.0% Traffic Volume Growth 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												
TOTAL TRAFFIC	0	0	30	45	0	66	72	654	28	15	768	137
<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 Committed Development	0	0	0	3	0	5	8	44	0	0	27	8
1.0% Traffic Volume Growth 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												
TOTAL TRAFFIC	0	0	46	71	0	102	157	909	31	16	559	171



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

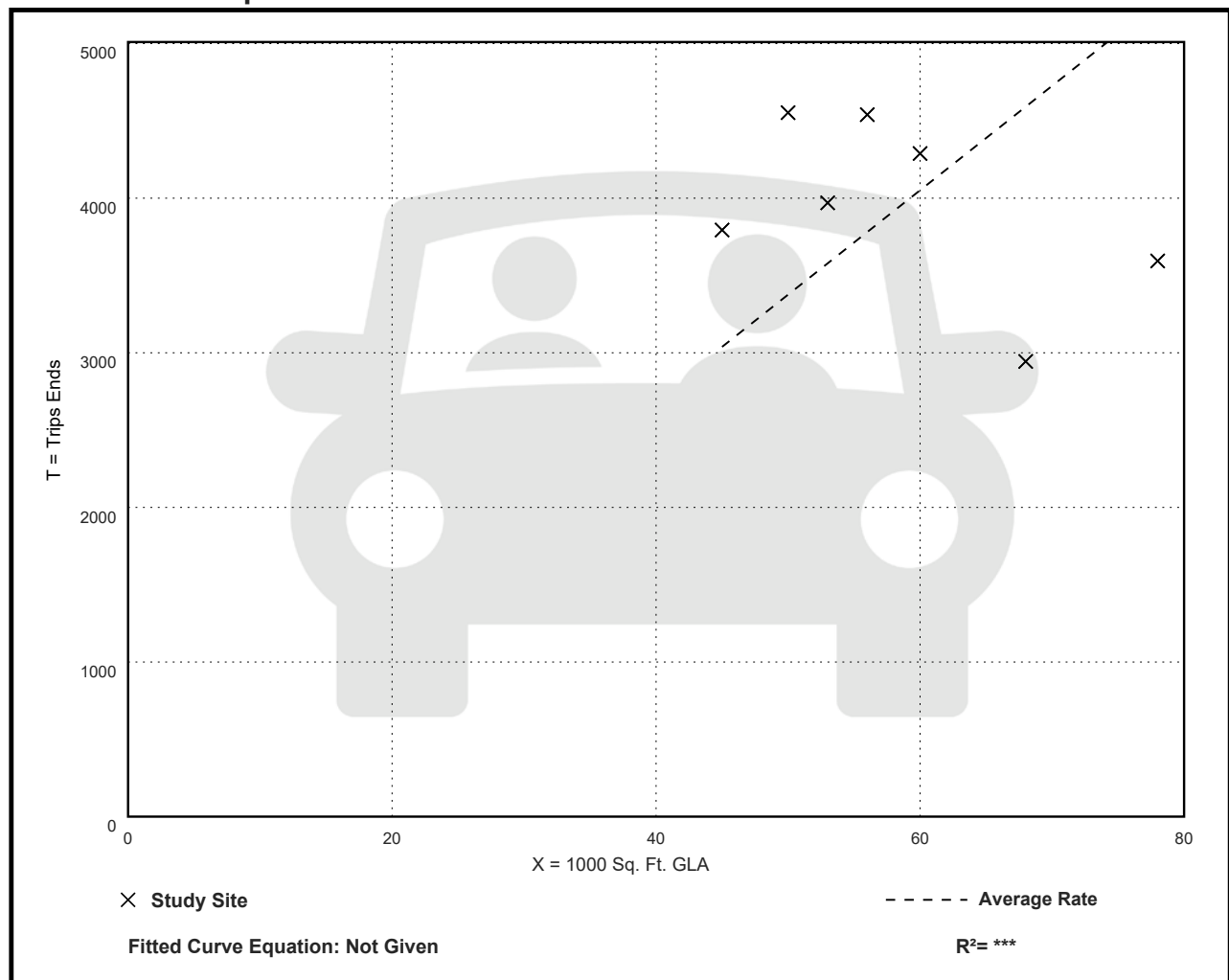
Avg. 1000 Sq. Ft. GLA: 59

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

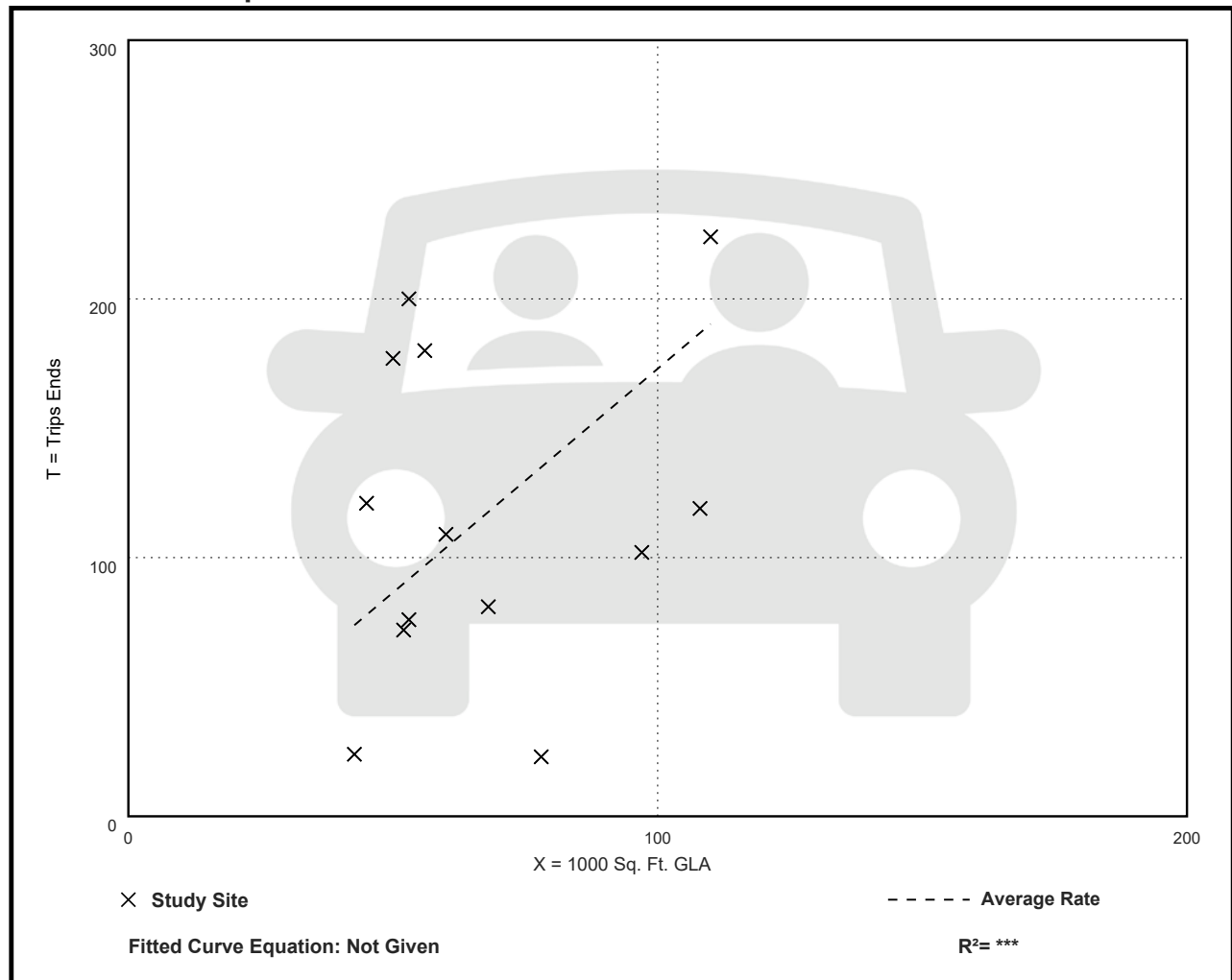
Avg. 1000 Sq. Ft. GLA: 67

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

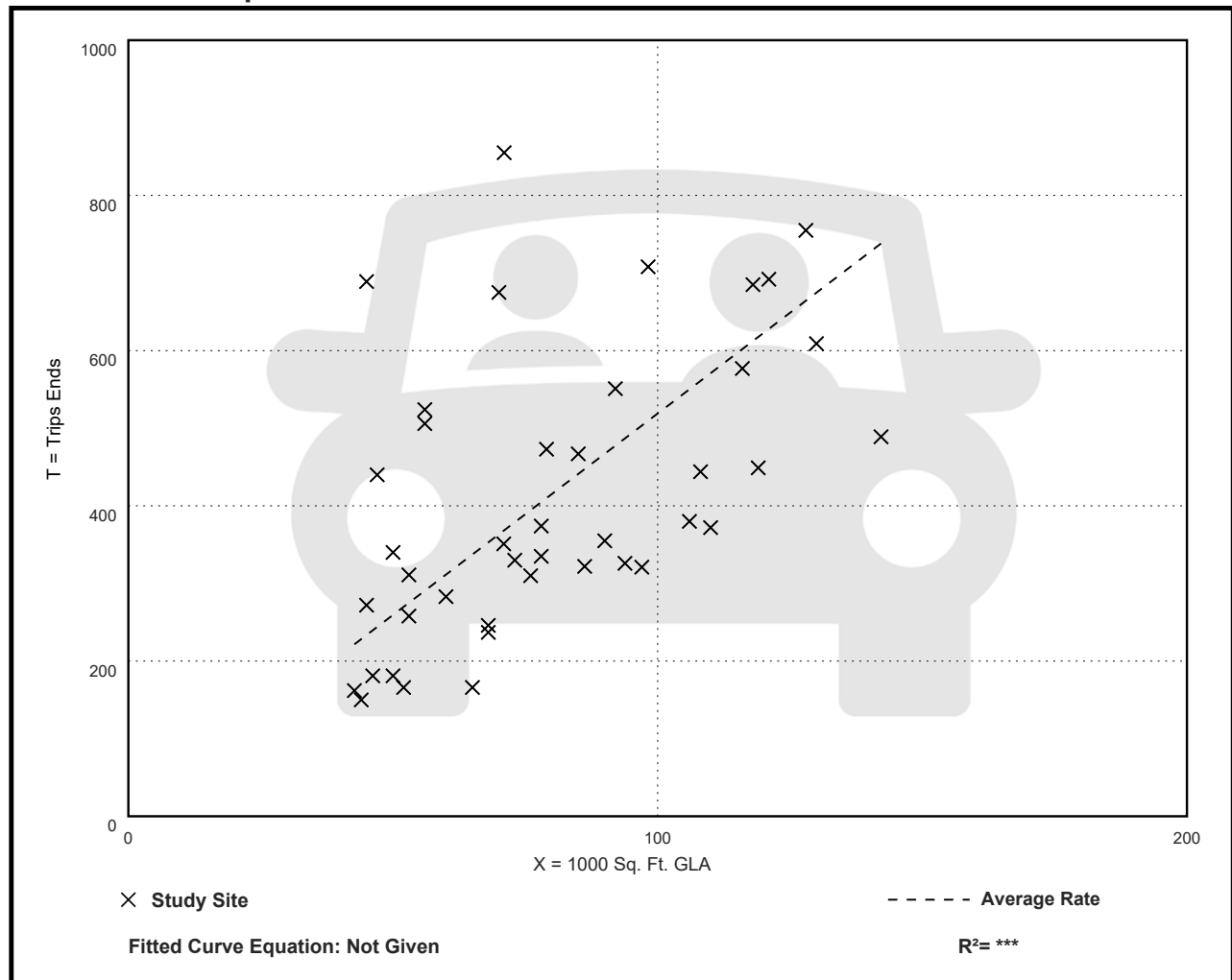
Avg. 1000 Sq. Ft. GLA: 79

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

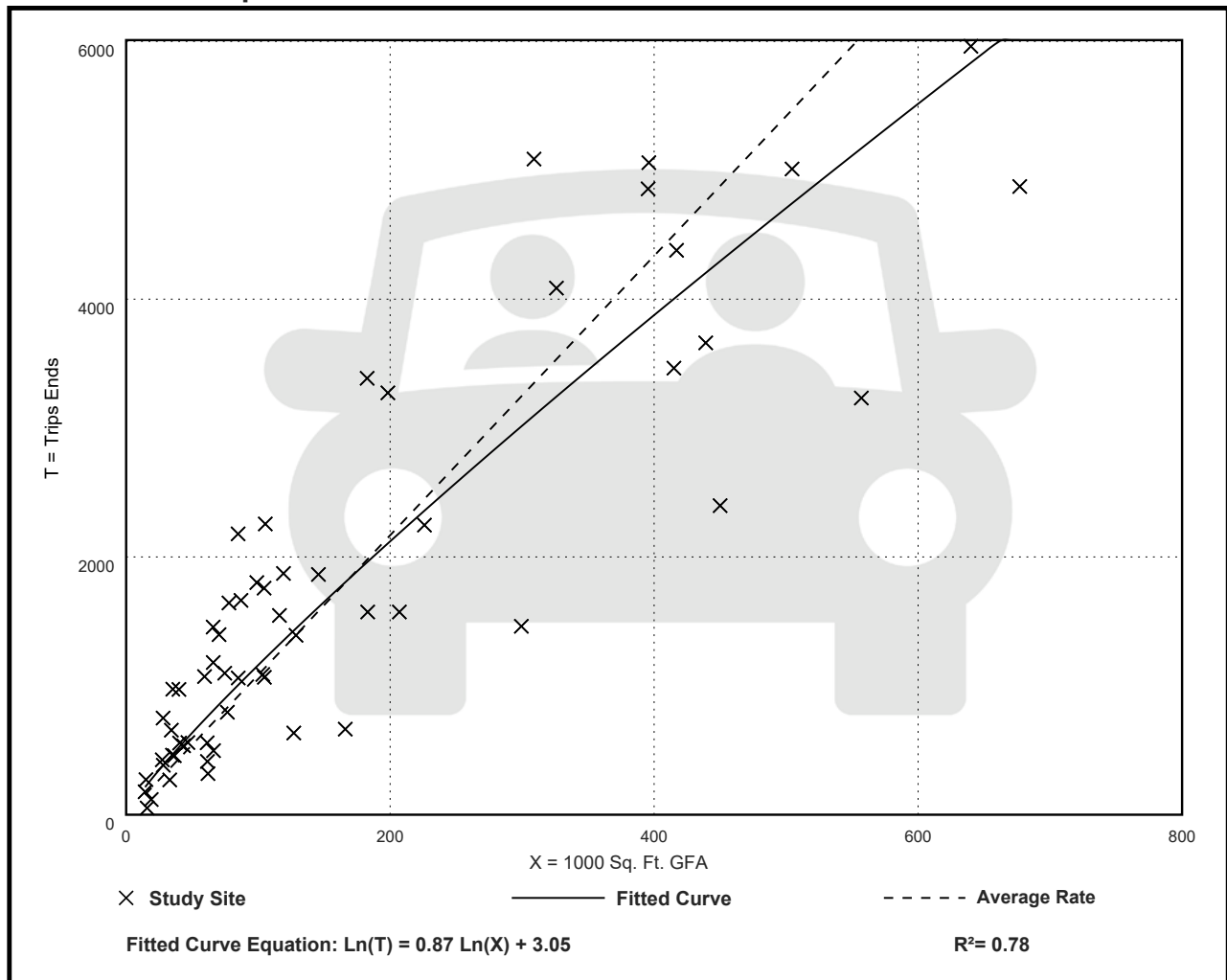
Avg. 1000 Sq. Ft. GFA: 163

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

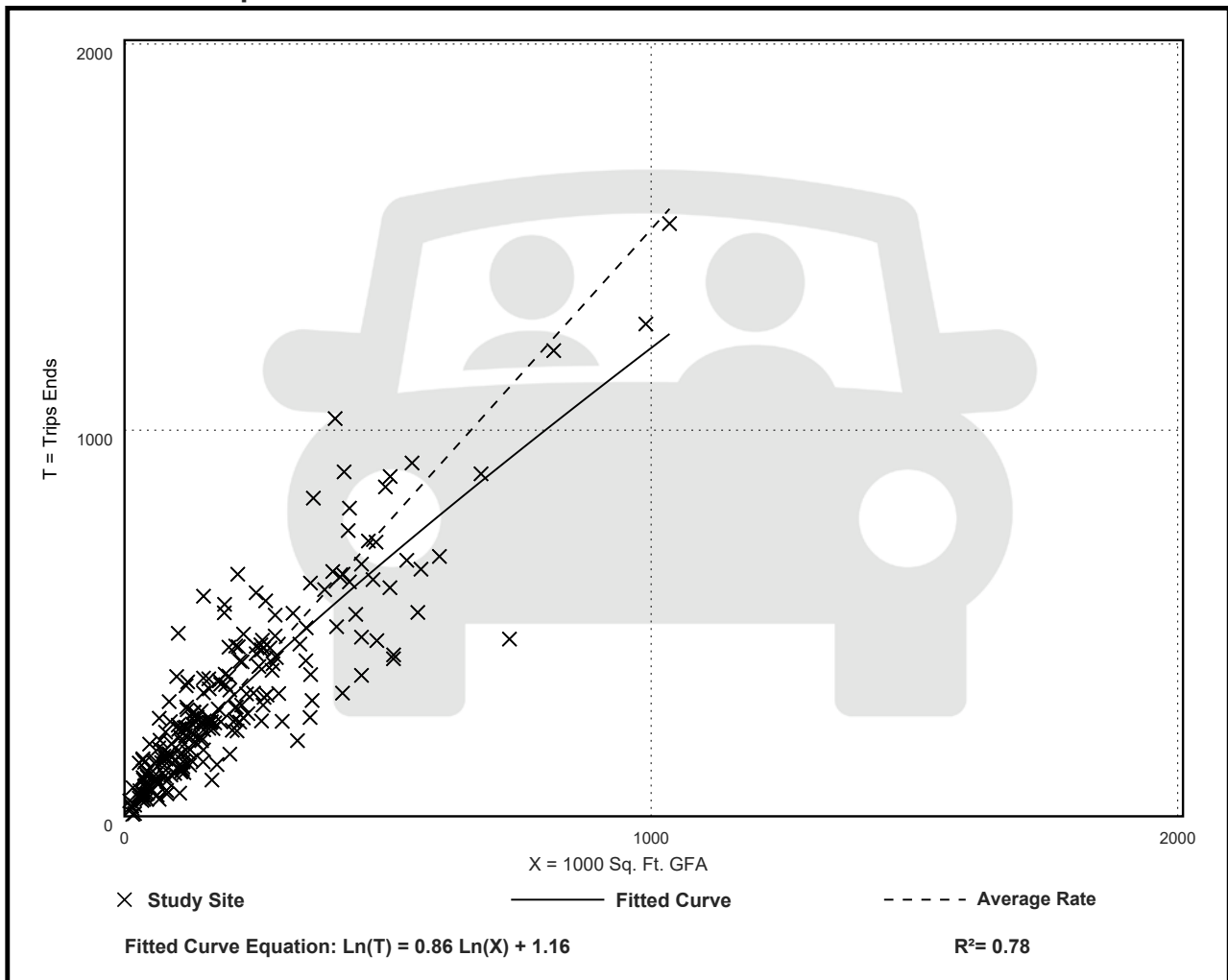
Avg. 1000 Sq. Ft. GFA: 201

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

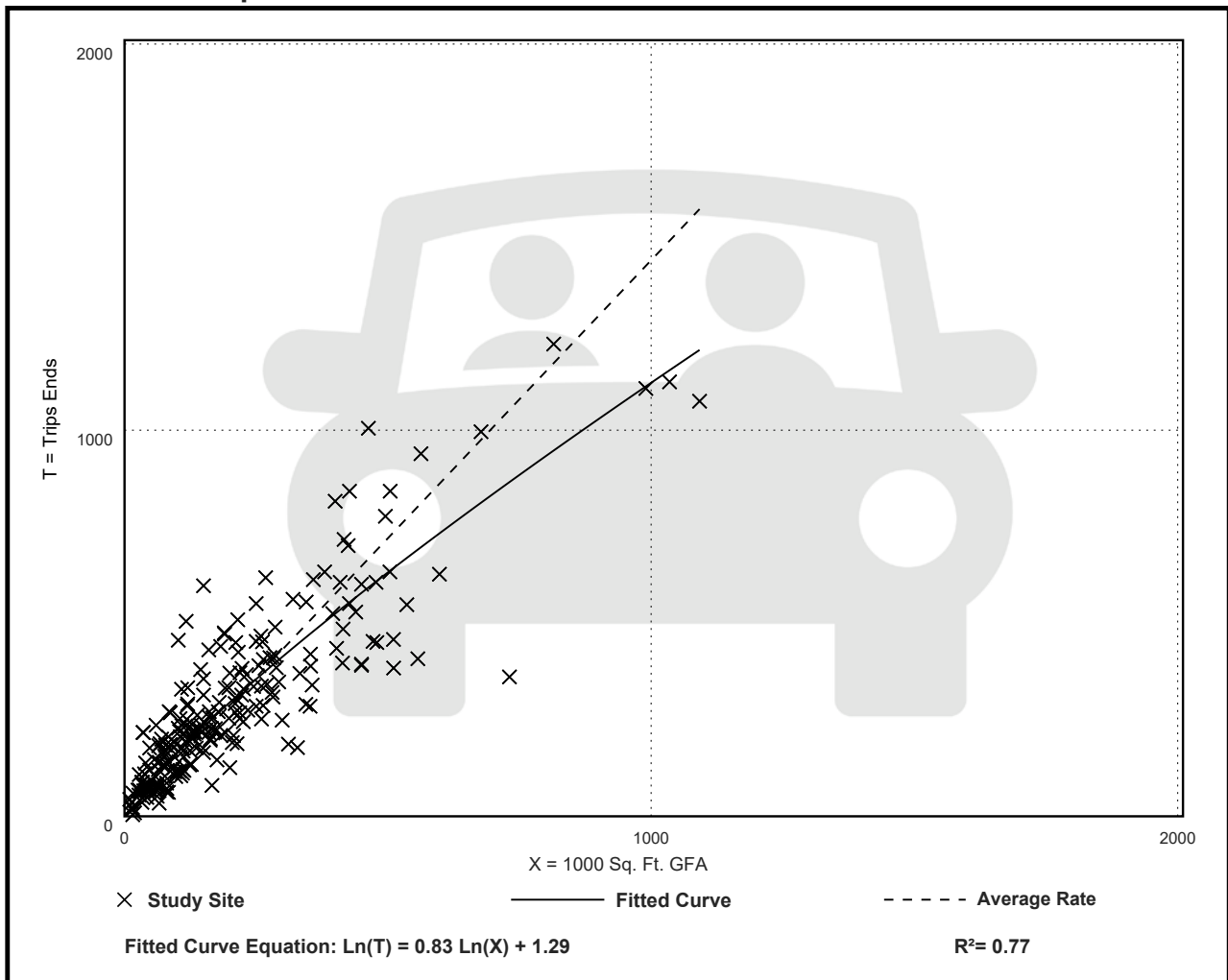
Avg. 1000 Sq. Ft. GFA: 199

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

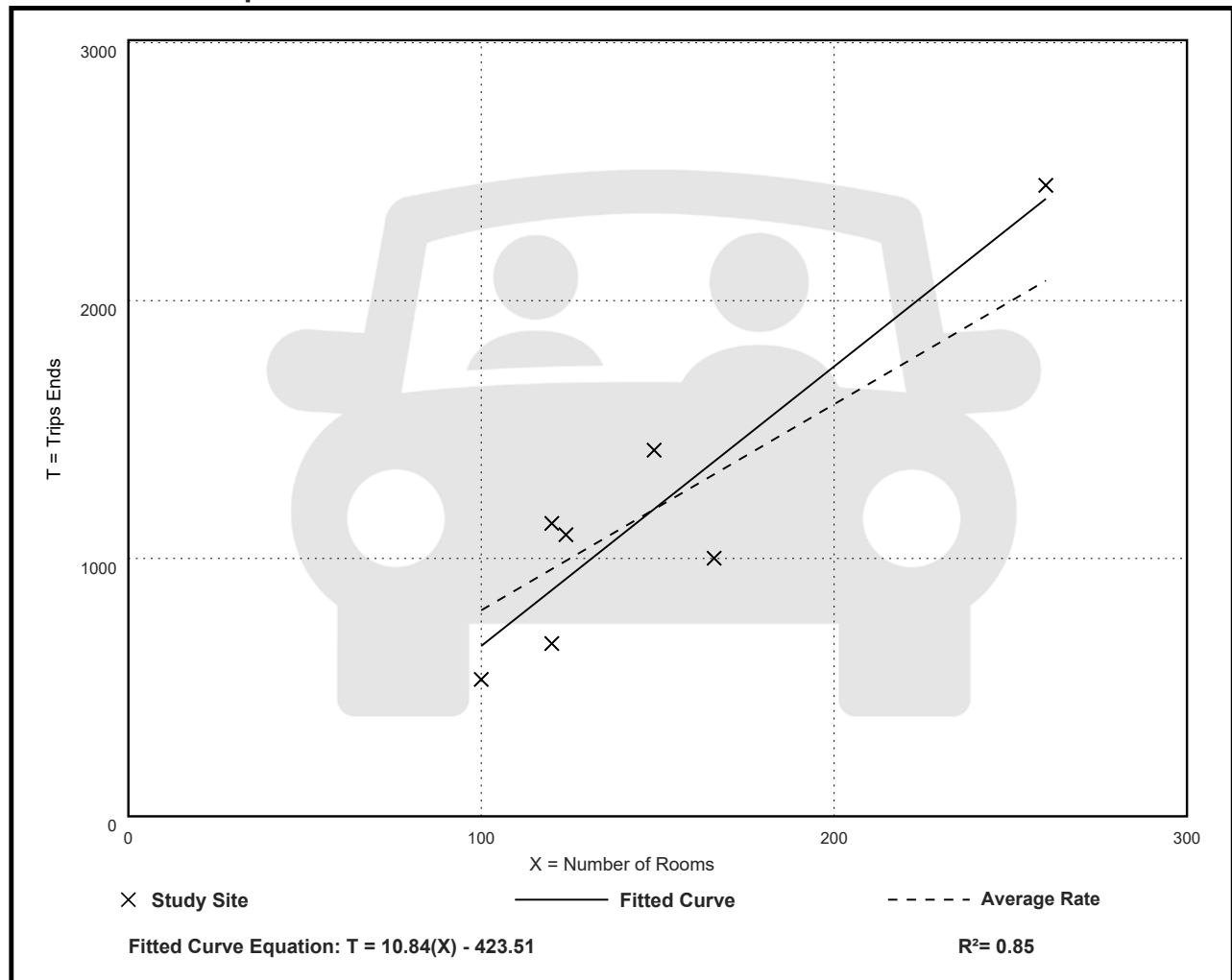
Avg. Num. of Rooms: 148

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

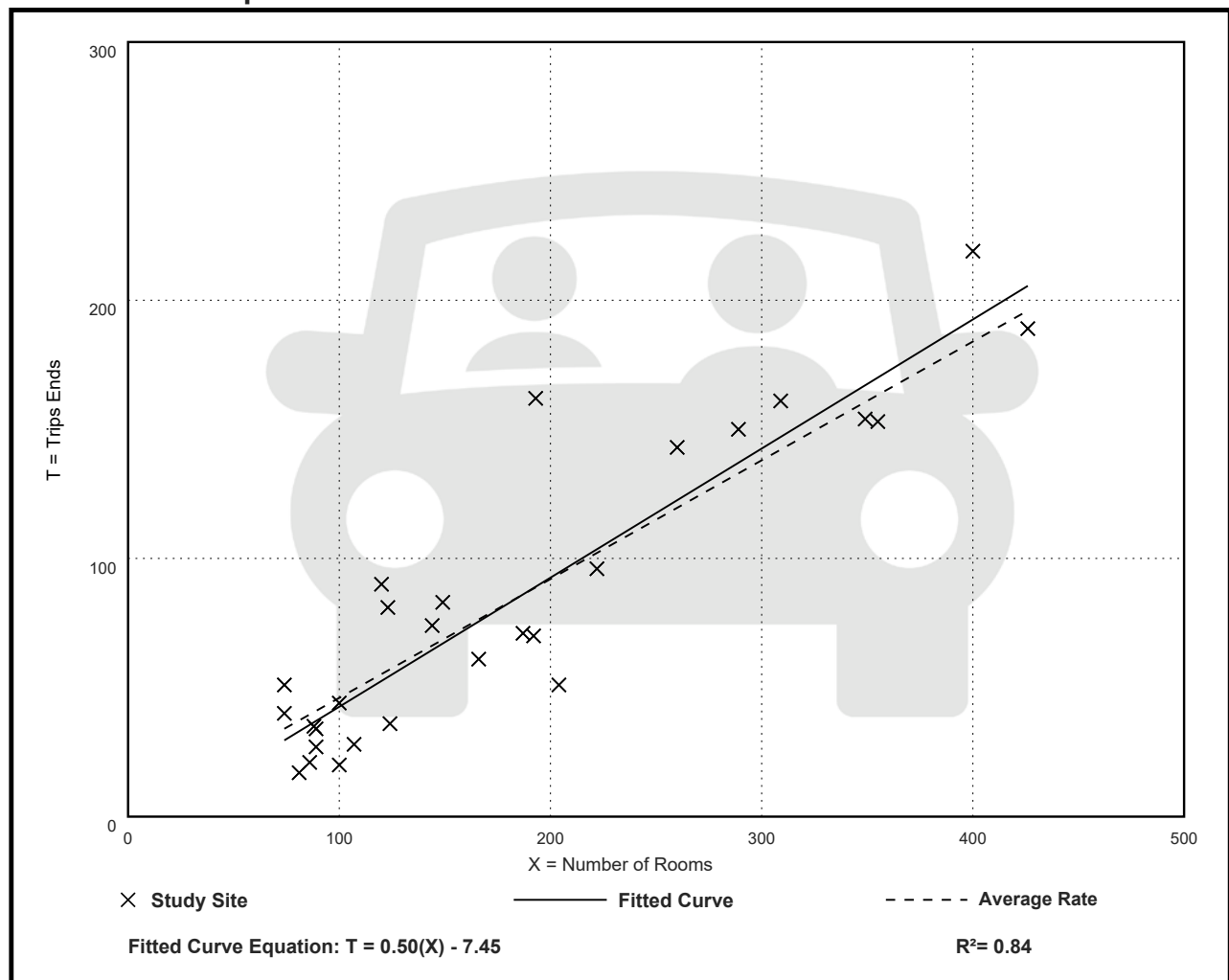
Avg. Num. of Rooms: 182

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

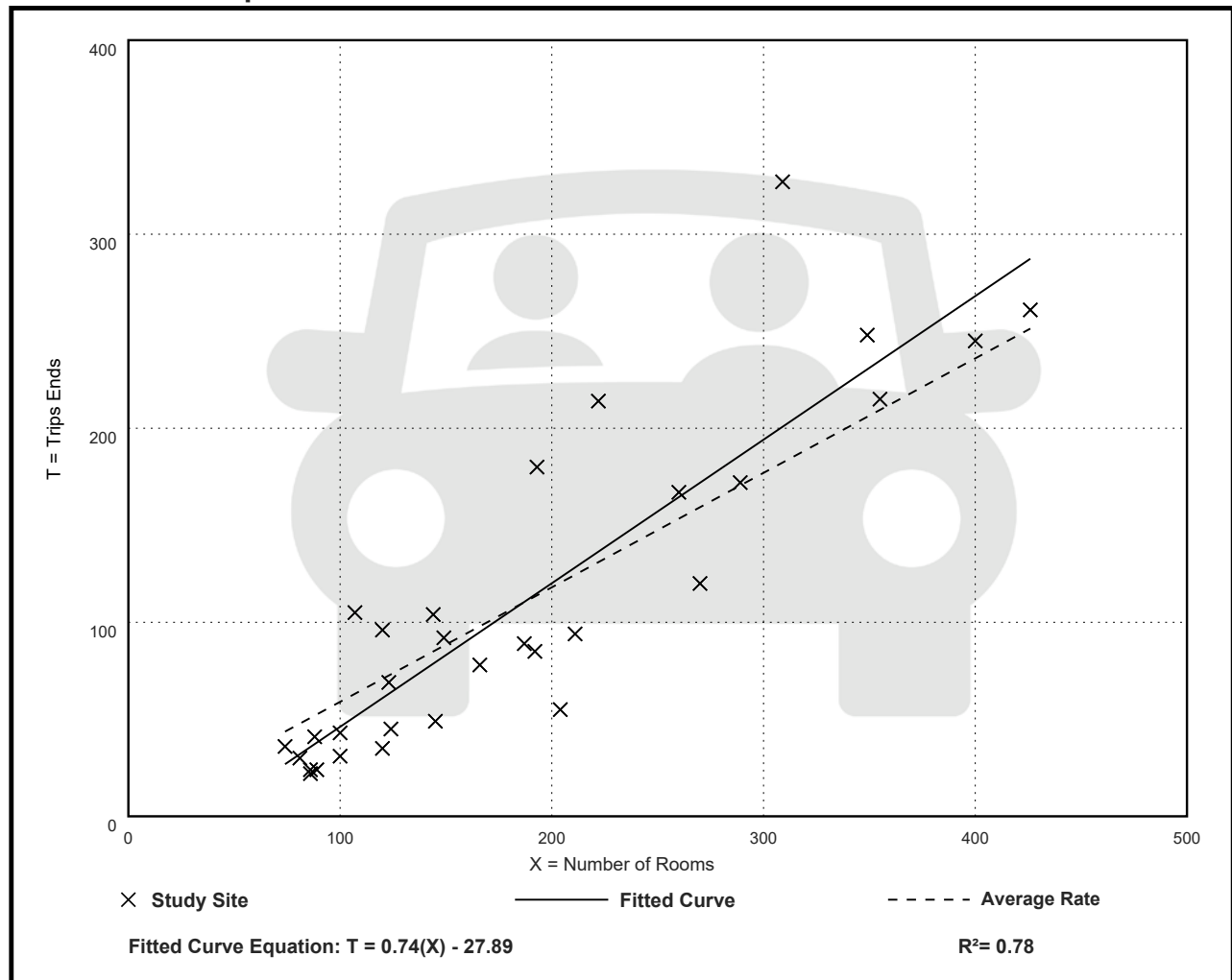
Avg. Num. of Rooms: 186

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

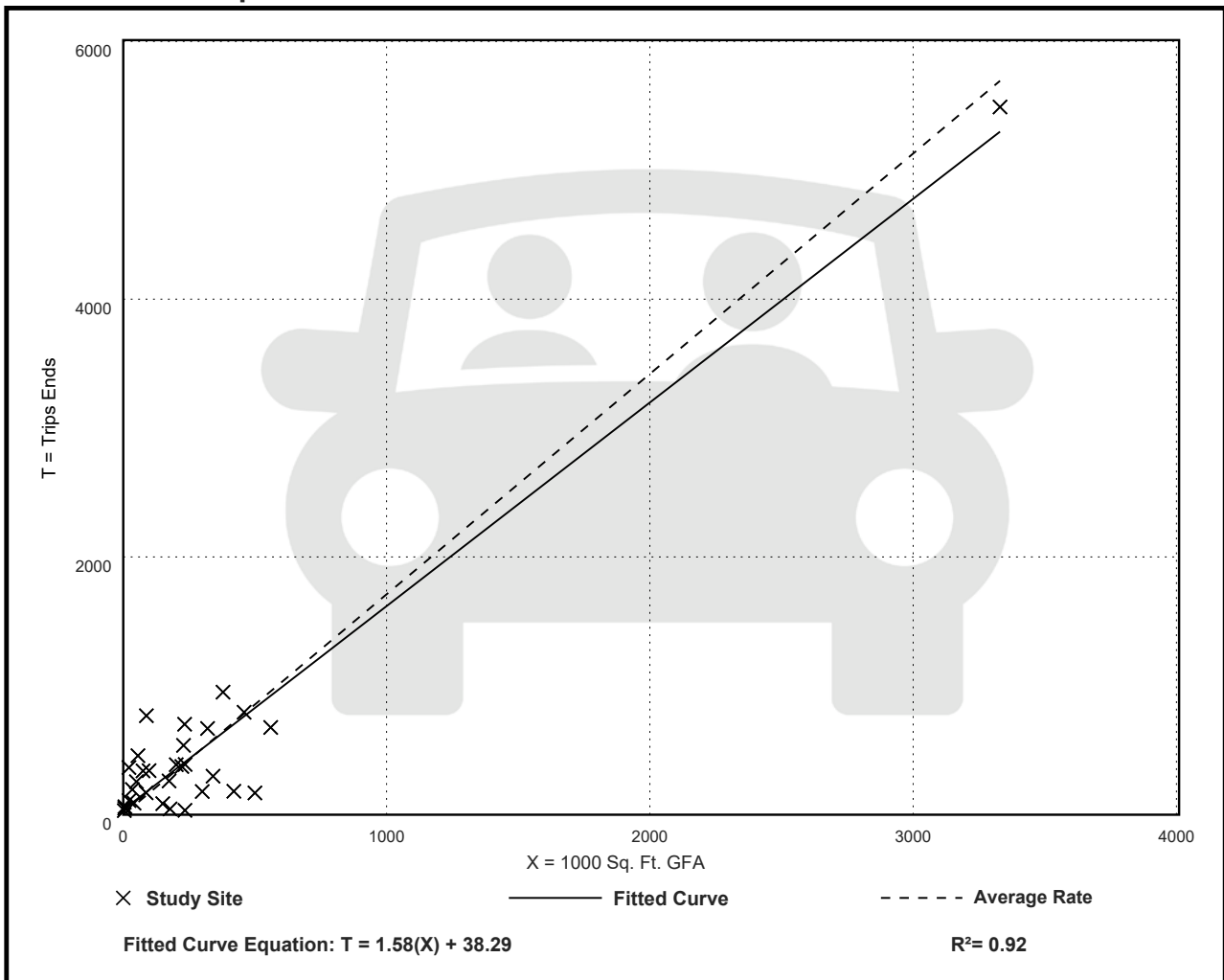
Avg. 1000 Sq. Ft. GFA: 292

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

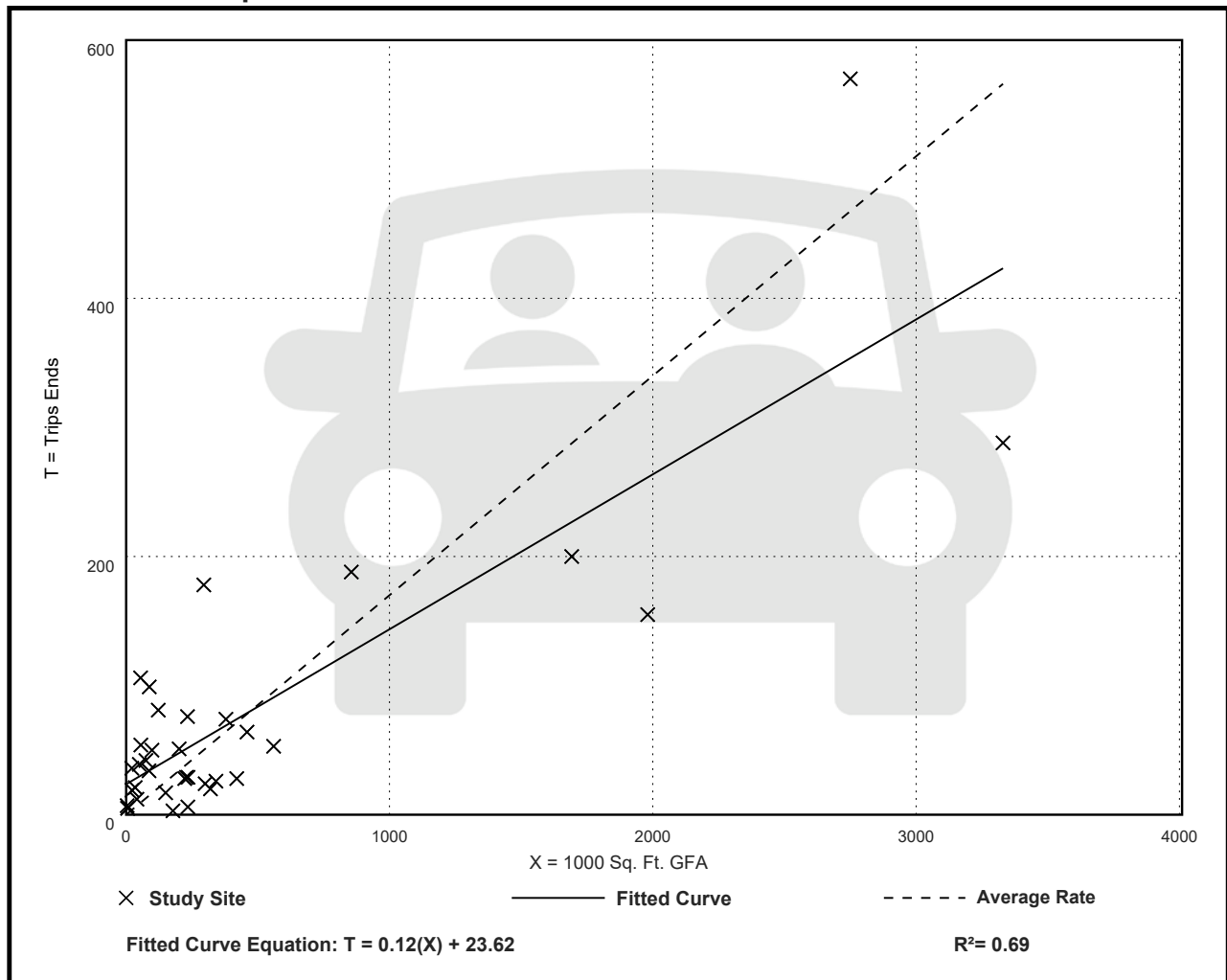
Avg. 1000 Sq. Ft. GFA: 448

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

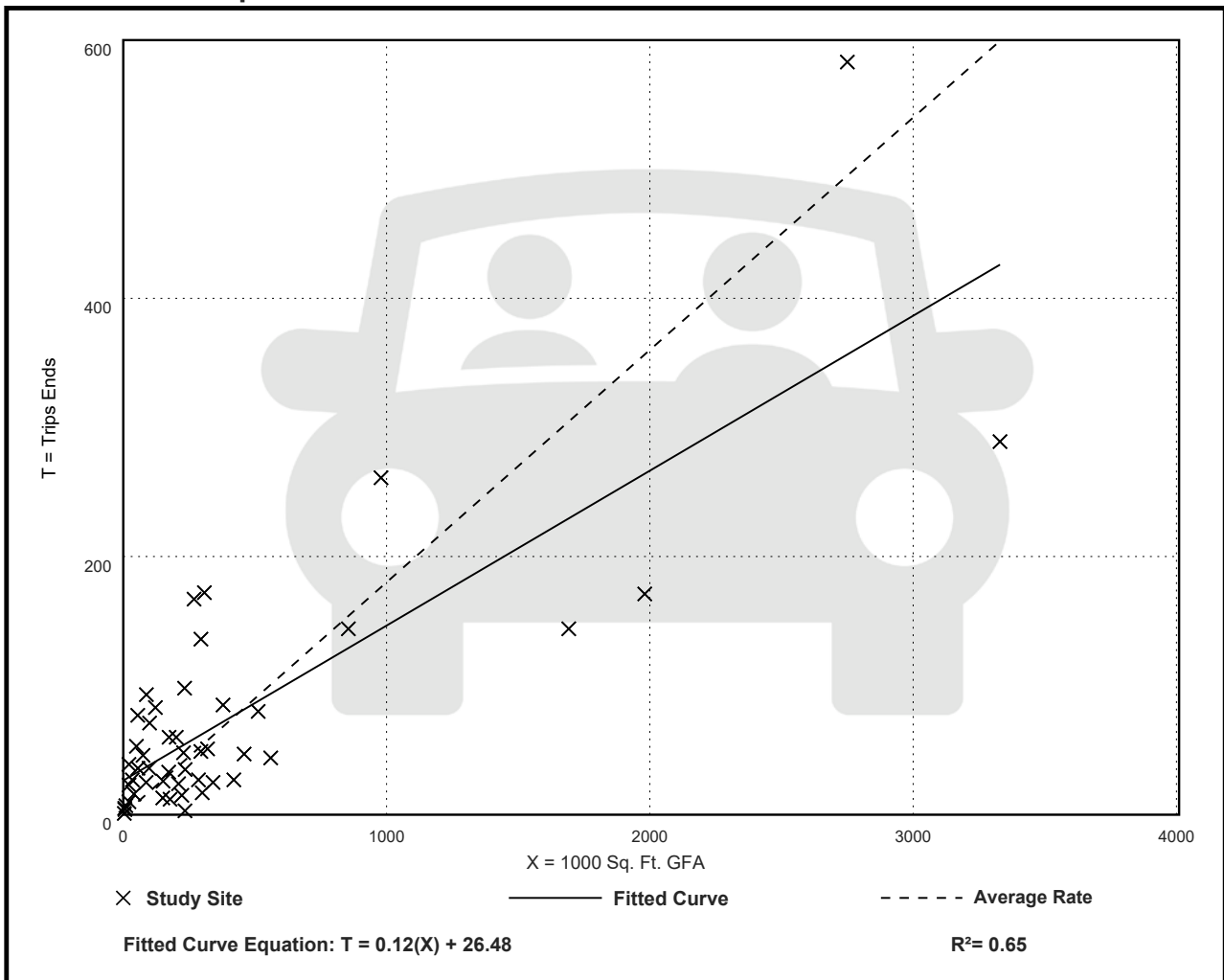
Avg. 1000 Sq. Ft. GFA: 400

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 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 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 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.

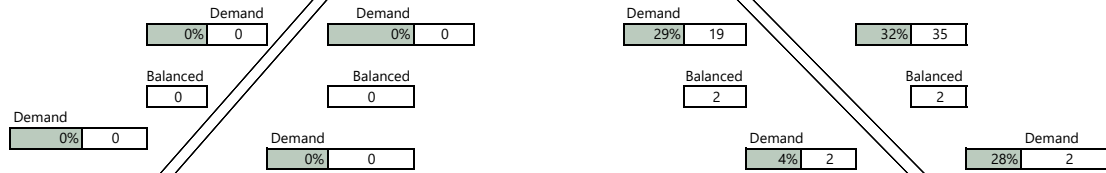
**AM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

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	174	0	54	224	Internal
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
Single-Use Trip Gen Estimate	174	80	58	312
				Internal Capture 6.4%

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

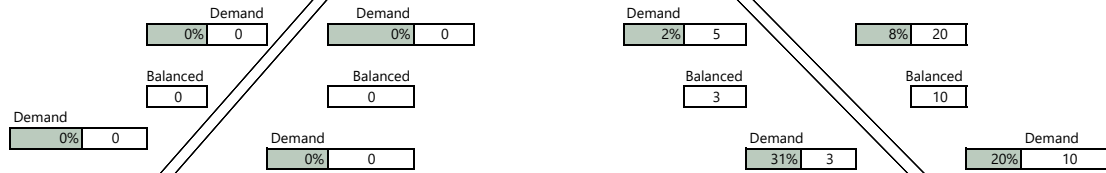
**PM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

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

ITE Land Use Code		821
Size		100,776 SF
	Total	Internal
Enter	256	10
Exit	267	3
Total	523	13
%	100%	2.5%

Enter from External
246

Exit to External
264



Land Use B

Land Use C General Office Building

ITE Land Use Code		
Size		
	Total	Internal
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	10	3
Exit	49	10
Total	59	13
%	100%	22.0%

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
Single-Use Trip Gen Estimate	523	0	59	582

Internal
Capture
4.5%

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

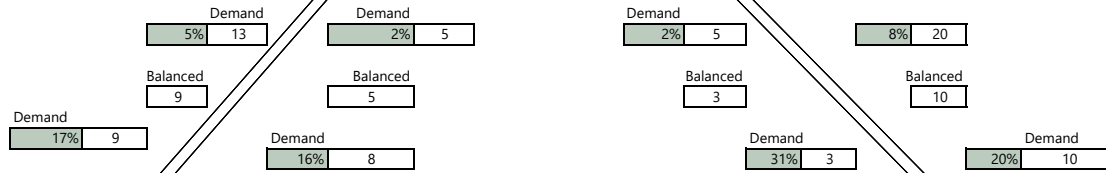
**PM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS**

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

ITE Land Use Code		821
Size		100,776 SF
	Total	Internal
Enter	256	15
Exit	267	12
Total	523	27
%	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
Enter	52	9
Exit	49	5
Total	101	14
%	100%	13.9%
		86.1%

Enter from External
43

Exit to External
44

Demand	0%	0
Balanced	0	0
Demand	0%	0
Demand	0%	0
Balanced	0	0
Demand	0%	0

ITE Land Use Code		710
Size		29,000 SF
	Total	Internal
Enter	10	3
Exit	49	10
Total	59	13
%	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 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 ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			PASS-BY ⁽¹⁾		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
APPROVED USE																				
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
SUBTOTAL						3,682	3,682	7,364	99	99	198	2.7%	3,583	3,583	7,166	2,682		2,242	2,242	4,484
PROPOSED USE																				
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
SUBTOTAL						4,295	4,294	8,589	241	241	482	5.6%	4,054	4,053	8,107	2,626		2,741	2,740	5,481
NET DIFFERENCE FROM APPROVED USES						613	612	1,225	142	142	284		471	470	941	-56		499	498	997

(1) Source: ITE Trip Generation Manual, 11th 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 External
Enter	3402	58 3344
Exit	3402	41 3361
Total	6804	99 6705
%	100%	1.5% 98.5%

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 External
Enter	37	0 37
Exit	37	0 37
Total	74	0 74
%	100%	0.0% 100.0%

Enter from External
37

Exit to External
37

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 External
Enter	243	41 202
Exit	243	58 185
Total	486	99 387
%	100%	20.4% 79.6%

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

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 ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			PASS-BY ⁽¹⁾		NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL	
APPROVED USE																					
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
SUBTOTAL							190	81	271	5	5	10	3.7%	185	76	261	68		143	50	193
PROPOSED USE																					
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
SUBTOTAL							204	108	312	10	10	20	6.4%	194	98	292	66		153	73	226
NET DIFFERENCE FROM APPROVED USES							14	27	41	5	5	10		9	22	31	-2		10	23	33

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

Internal Capture

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
Single-Use Trip Gen Estimate	174	80	58	312	Capture 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 ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			PASS-BY ⁽¹⁾		NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL	
APPROVED USE																					
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
SUBTOTAL							276	348	624	16	16	32	5.1%	260	332	592	203		161	228	389
PROPOSED USE																					
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
SUBTOTAL							318	365	683	27	27	54	7.9%	291	338	629	198		194	237	431
NET DIFFERENCE FROM APPROVED USES							42	17	59	11	11	22		31	6	37	-5		33	9	42

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

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	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 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 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	
Intersection Summary												
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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%
Analysis Period (min)	15
	ICU Level of Service A

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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	
Intersection Summary												
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	
Intersection Summary												
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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
Totals	153	265	521	1145	2319	2031	763	110	14	5				7326
% of Totals	2%	4%	7%	16%	32%	28%	10%	2%	0%	0%				100%

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

Directional Peak Periods 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
Totals	269	445	299	774	2736	2360	594	134	29	6				7646
% 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 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
Totals	104	272	577	1304	2530	2053	705	104	27	3				7679
% of Totals	1%	4%	8%	17%	33%	27%	9%	1%	0%	0%				100%

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

Directional Peak Periods 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
Totals	87	214	158	627	2315	3153	1034	235	55	14				7892
% 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 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%	



NOTICE OF PUBLIC HEARINGS

The City has received an application for approval to **Rezone** property that is near your home or business in order to develop a residential development. The proposed development is generally located on the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), Sunrise, Florida as shown on the attached map. The applicant has requested to change the zoning of the property from B-2 (Community Business District) to Planned Development District (PDD). You are receiving this notice because you own property within 500 feet of this location. City staff has determined that this application meets all applicable code requirements. Therefore, it will be placed on the Local Planning Agency agenda and the City Commission quasi-judicial hearing agenda for further action. **The following hearings will occur in the Sunrise City Hall Commission Chambers at 10770 W. Oakland Park Boulevard, 1st Floor - Sunrise, FL 33351:**

Local Planning Agency	Tuesday, 01/13/26 at 4:45 p.m.	Public Hearing
City Commission Meeting	Tuesday, 01/13/26 at 5:00 p.m.	1 st reading of ordinance at quasi-judicial hearing
City Commission Meeting	Tuesday, 01/27/26 at 5:00 p.m.	2 nd reading of ordinance at quasi-judicial hearing

This application is on file in the Community Development Department of the City of Sunrise, 10770 W. Oakland Park Boulevard, 2nd Floor - Sunrise, FL, and may be viewed by any interested person Monday through Friday (excluding City holidays) between 9:00 a.m. and 4:30 p.m. or requested via AskZoning@sunrisefl.gov.

The Local Planning Agency and the City Commission will be meeting in-person; however, the public may attend and participate in the meetings in-person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

- a. Dial in number: (954) 395-2401
- b. Access Code: 368262

Attendees can press 5* on their phone keypad to comment during public hearings or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

You may be an "Affected Party," which is someone who will suffer an adverse effect to a legally recognizable interest if the City's Comprehensive Plan requirements and Land Development Regulations are not properly applied, as set forth in Section 16-277 of the City's Code of Ordinances. **If you want to attend the quasi-judicial hearings as an Affected Party, you must file a written notice of appearance with the Community Development Department by 4:30 p.m. on the last business day before the hearing. Affected Parties must attend the meeting in person to participate.** The notice of appearance shall state with particularity the Comprehensive Plan requirement or Land Development Regulation the person asserting affected party status contends is not being properly applied and the nature of the affected party's legally recognizable interest that may be affected by the City's approval of the land development application. Forms are available online at www.sunrisefl.gov in the [Community Development Document Library](#).

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. See section 286.0105, Florida Statutes.

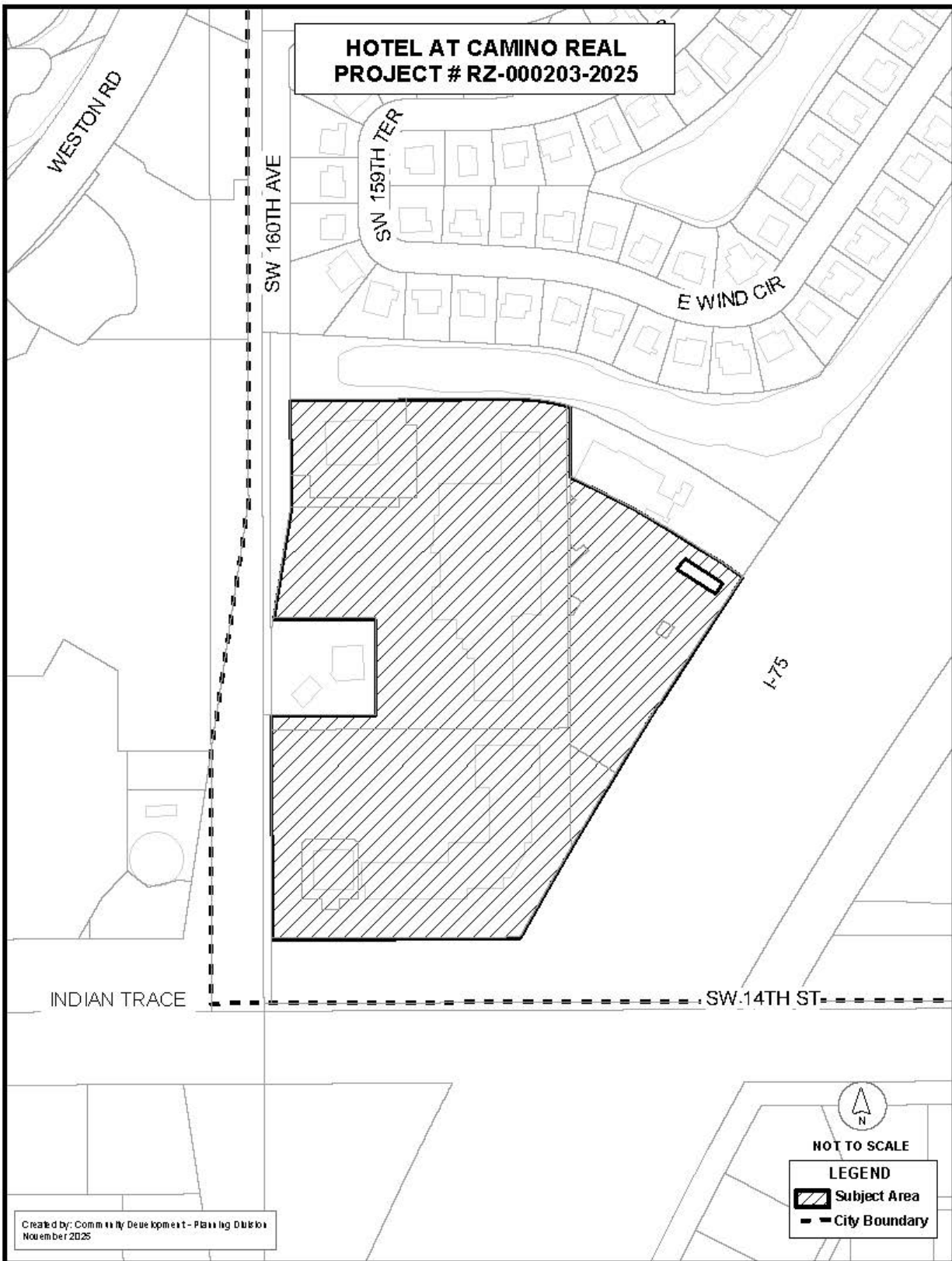
The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

In compliance with the ADA and Fla. Stat. § 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

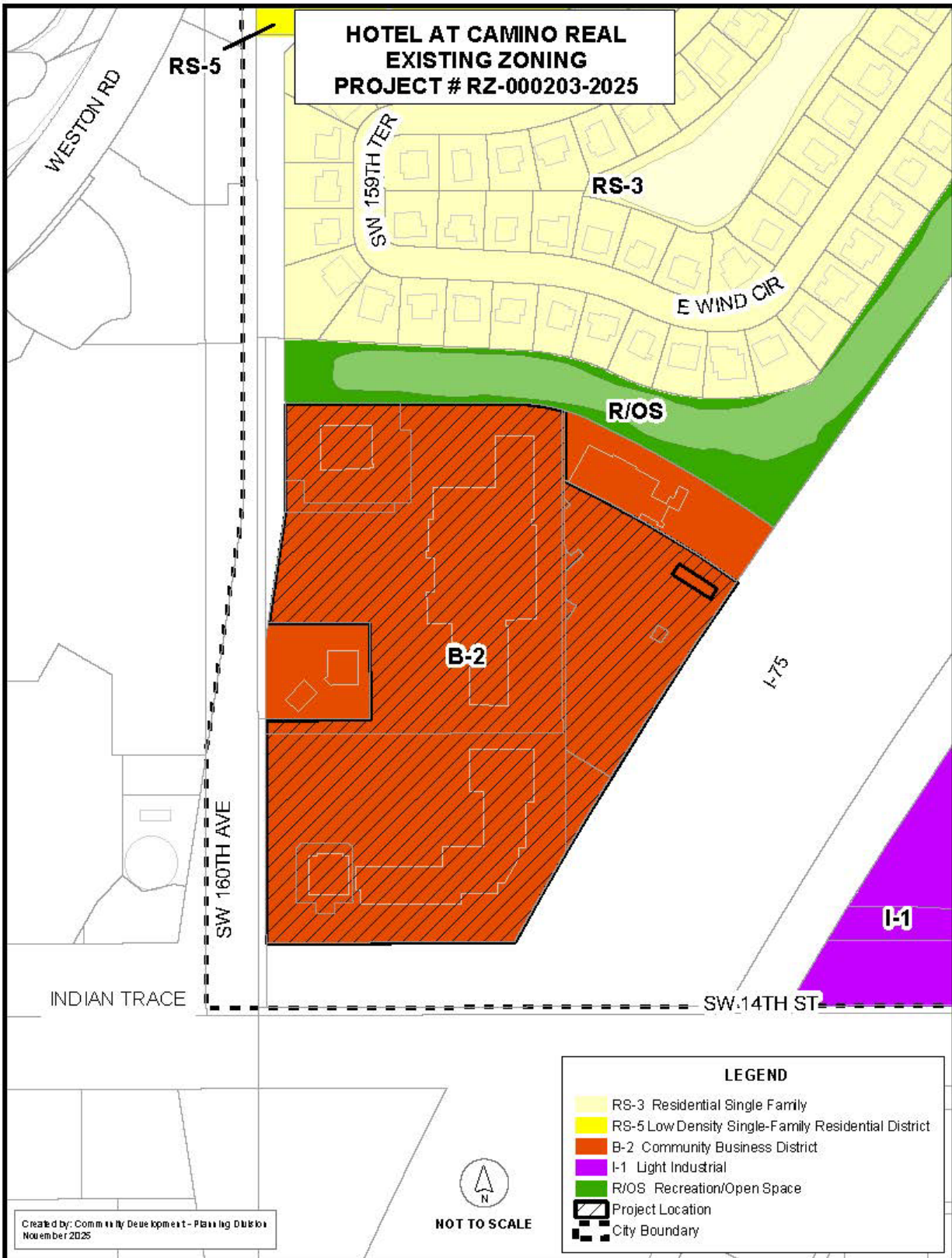
If you have any questions about this notice, then please contact City staff in the Planning Division at (954) 746-3281 or e-mail AskZoning@sunrisefl.gov.

Notification Date: December 29, 2025

Location Map



Existing Zoning Map



CITY OF SUNRISE NOTICE OF PROPOSED ZONING CHANGE

The City of Sunrise proposes to adopt by ordinance the following amendment to the City's Zoning Map:

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, APPROVING A REZONING FROM COMMUNITY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) OF APPROXIMATELY FIFTEEN (15) ACRES OF LAND GENERALLY LOCATED AT THE NORTHEAST CORNER OF SW 160 AVENUE AND SW 14 STREET (INDIAN TRACE), WITHIN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA; AMENDING THE ZONING DISTRICT MAP TO REFLECT THE REZONING; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Weston Hotel Management 18 LLC has applied to the City to rezone the property. The proposed rezoning is generally on the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), in Sunrise, Florida, as shown on the attached map.



The Applicant has requested to change the zoning of the property from Community Business District (B-2) to Planned Development District (PDD). The application is on file in the Community Development Department, 10770 W. Oakland Park Boulevard, 2nd Floor - Sunrise, Florida 33351, and may be viewed between the hours of 9:00 a.m. and 4:30 p.m., Monday through Friday (excluding City holidays). City Staff has determined that this application meets all applicable code requirements. Therefore, it will be placed on the quasi-judicial hearing agenda for City Commission action. The following hearings will occur in the Sunrise City Hall Commission Chambers at 10770 West Oakland Park Boulevard, 1st Floor - Sunrise, FL 33351:

Local Planning Agency	Tuesday, 01/13/2026 at 4:45 p.m.	Public Hearing
City Commission	Tuesday, 01/13/2026 at 5:00 p.m.	1 st reading of ordinance
City Commission	Tuesday, 01/27/2026 at 5:00 p.m.	2 nd reading of ordinance

The City Commission and the Local Planning Agency will be meeting in-person. The public may attend and participate in the meetings in person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

- Dial in number: (954) 395-2401
- Access Code: 368262

Attendees can press 5* on their phone keypad to make a comment during the public hearing or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

You may be an "Affected Party", which is someone who will suffer an adverse effect to a legally recognizable interest if the City's Comprehensive Plan requirements and Land Development Regulations are not properly applied as set forth in Section 16-277 of the City's Code of Ordinances. If you want to attend the quasi-judicial hearing as an Affected Party, you must file a written notice of appearance with the Community Development Department by 4:30 p.m. on the last business day before the hearing. Affected Parties must attend the meeting in person to participate. The notice of appearance shall state with particularity the Comprehensive Plan requirement or Land Development Regulation the person asserting affected party status contends is not being properly applied and the nature of the affected party's legally recognizable interest that may be affected by the City's approval of the land development application. Forms are available online at www.sunrisefl.gov (in the Community Development Document Library).

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based F.S.S. 286.0105.

If you plan to distribute written documents at the meeting, you must provide 10 copies to the City Clerk prior to the start of the meeting.

The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

In compliance with the ADA and F.S.S. 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting, should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIV/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

AD RZ-011326-Hotel at Camino Real Rezoning
TPCSSA7913253-1

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.

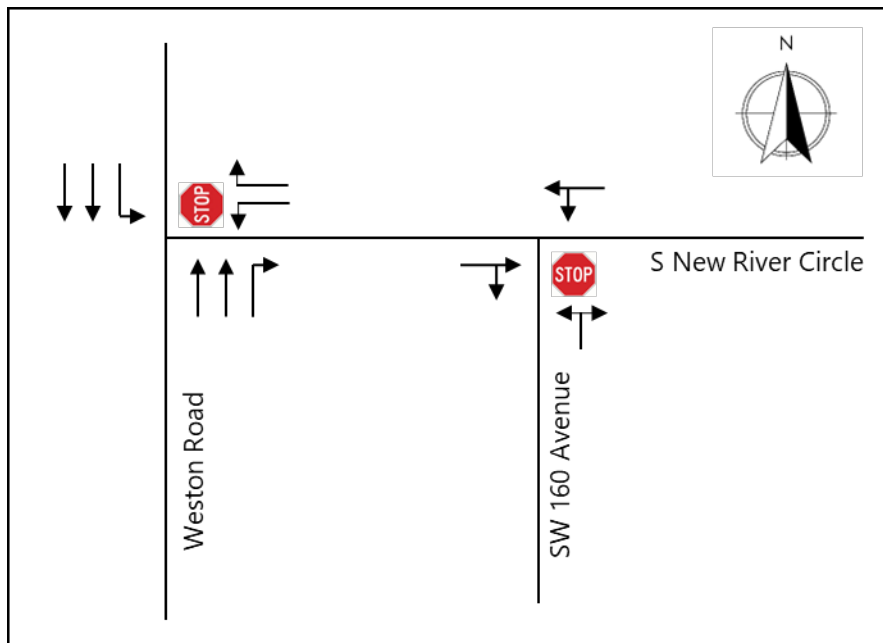
SW 160 Avenue is a two-lane, two-way road with no posted speed limit. Sidewalk exists on the east side of the roadway.

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

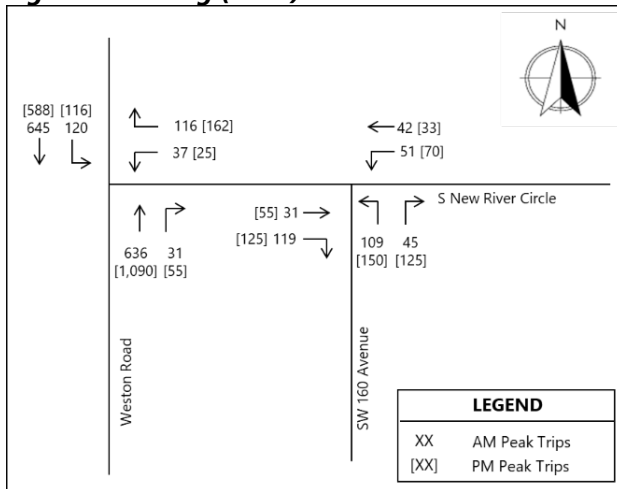
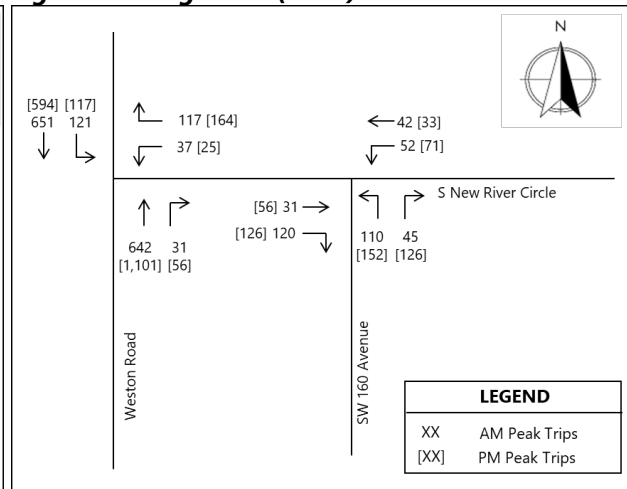


Figure 4 Background (2027) Volumes



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

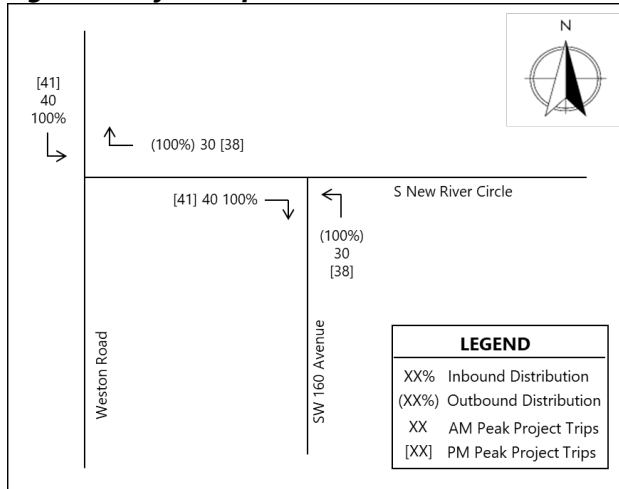
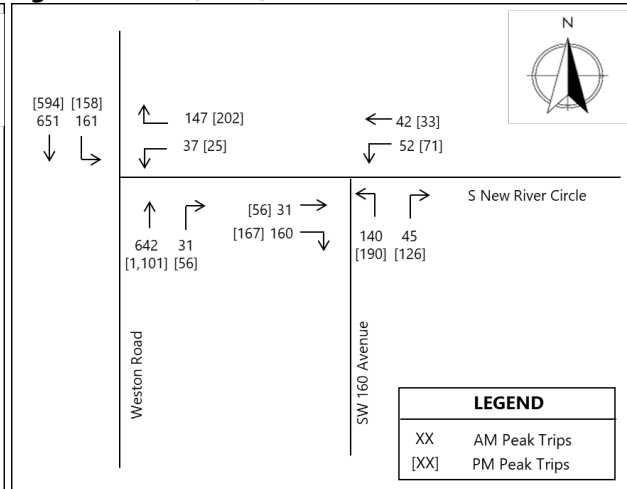


Figure 6 Total (2027) Volumes



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 7th 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 95th 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

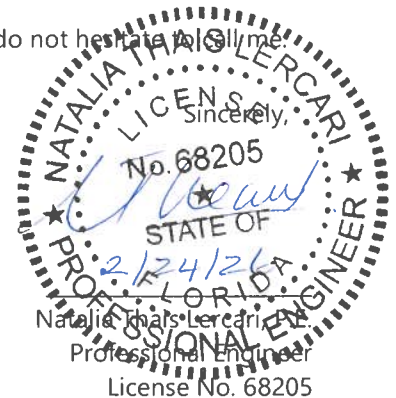
Table 2 Queue Summary

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
AM PEAK HOUR													
SW 160 Avenue at S New River Circle	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	-	-	-
	2026 Peak Season Traffic	0	31	119	51	42	0	109	0	45	-	-	-
	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	-	-	-
	2027 Background Traffic	0	31	120	52	42	0	110	0	45	-	-	-
	Project Trips			40				30			-	-	-
	2027 Total Traffic	0	31	160	52	42	0	140	0	45	-	-	-
Weston Road at S New River Circle	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
	2026 Peak Season Traffic	-	-	-	37	0	116	0	636	31	120	645	0
	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
	2027 Background Traffic	-	-	-	37	0	117	0	642	31	121	651	0
	Project Trips	-	-	-			30				40		
	2027 Total Traffic	-	-	-	37	0	147	0	642	31	161	651	0

**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
PM PEAK HOUR													
SW 160 Avenue at S New River Circle	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	-	-	-
	2026 Peak Season Traffic	0	55	125	70	33	0	150	0	125	-	-	-
	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	-	-	-
	2027 Background Traffic	0	56	126	71	33	0	152	0	126	-	-	-
	Project Trips			41				38			-	-	-
	2027 Total Traffic	0	56	167	71	33	0	190	0	126	-	-	-
Weston Road at S New River Circle	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
	2026 Peak Season Traffic	-	-	-	25	0	162	0	1,090	55	116	588	0
	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
	2027 Background Traffic	-	-	-	25	0	164	0	1,101	56	117	594	0
	Project Trips	-	-	-			38				41		
	2027 Total Traffic	-	-	-	25	0	202	0	1,101	56	158	594	0

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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	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
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	109	0	45	0	0	0	0	0	0	31	119	0	51	42	0	0	397
PEAK HR FACTOR :	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	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
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	149	0	125	1	0	0	0	0	0	55	125	0	70	33	0	0	558
PEAK HR FACTOR :	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)

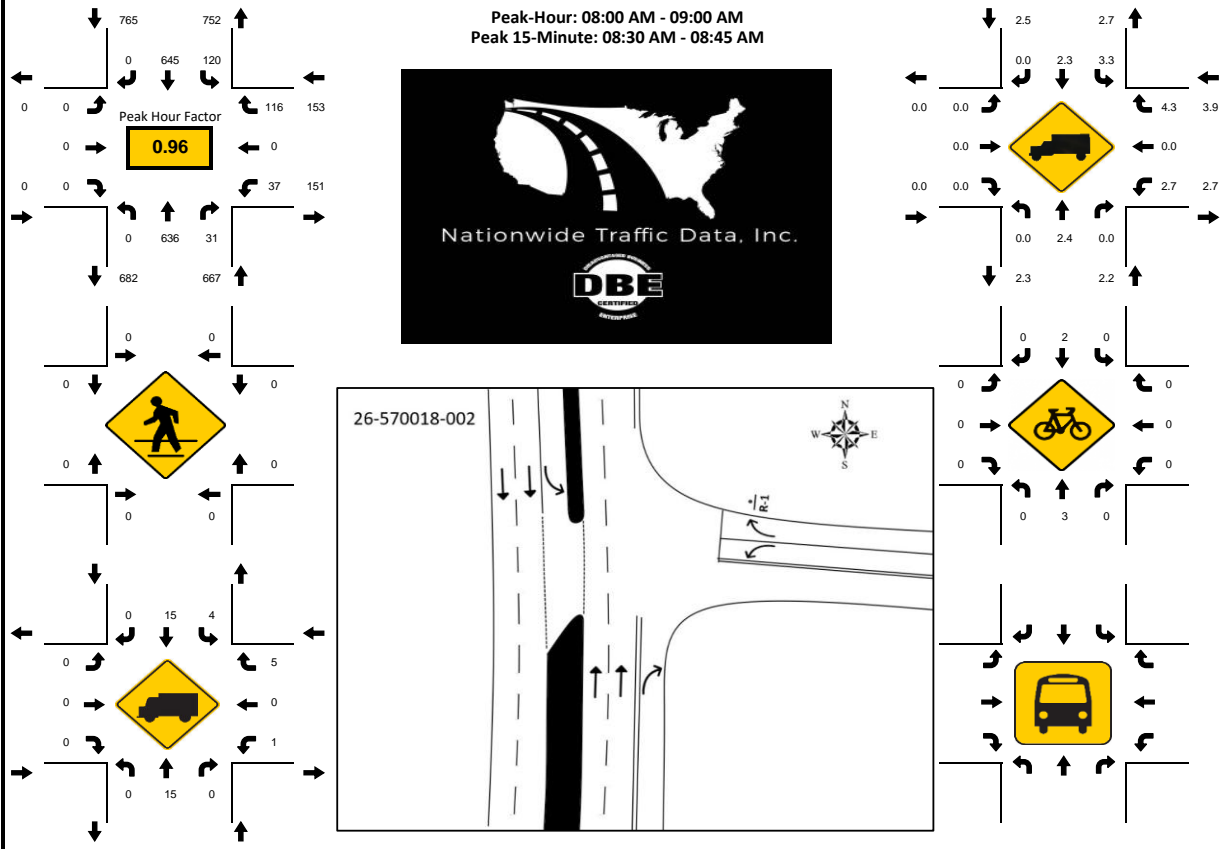
Project ID: 26-570018-002
 Date: 2/17/2026

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
TOTAL VOLUMES :	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
APPROACH %'s :	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%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	636	31	0	119	645	0	1	0	0	0	0	37	0	116	0	1585
PEAK HR FACTOR :	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
TOTAL VOLUMES :	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
APPROACH %'s :	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%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1090	55	0	115	588	0	1	0	0	0	0	25	0	162	0	2036
PEAK HR FACTOR :	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

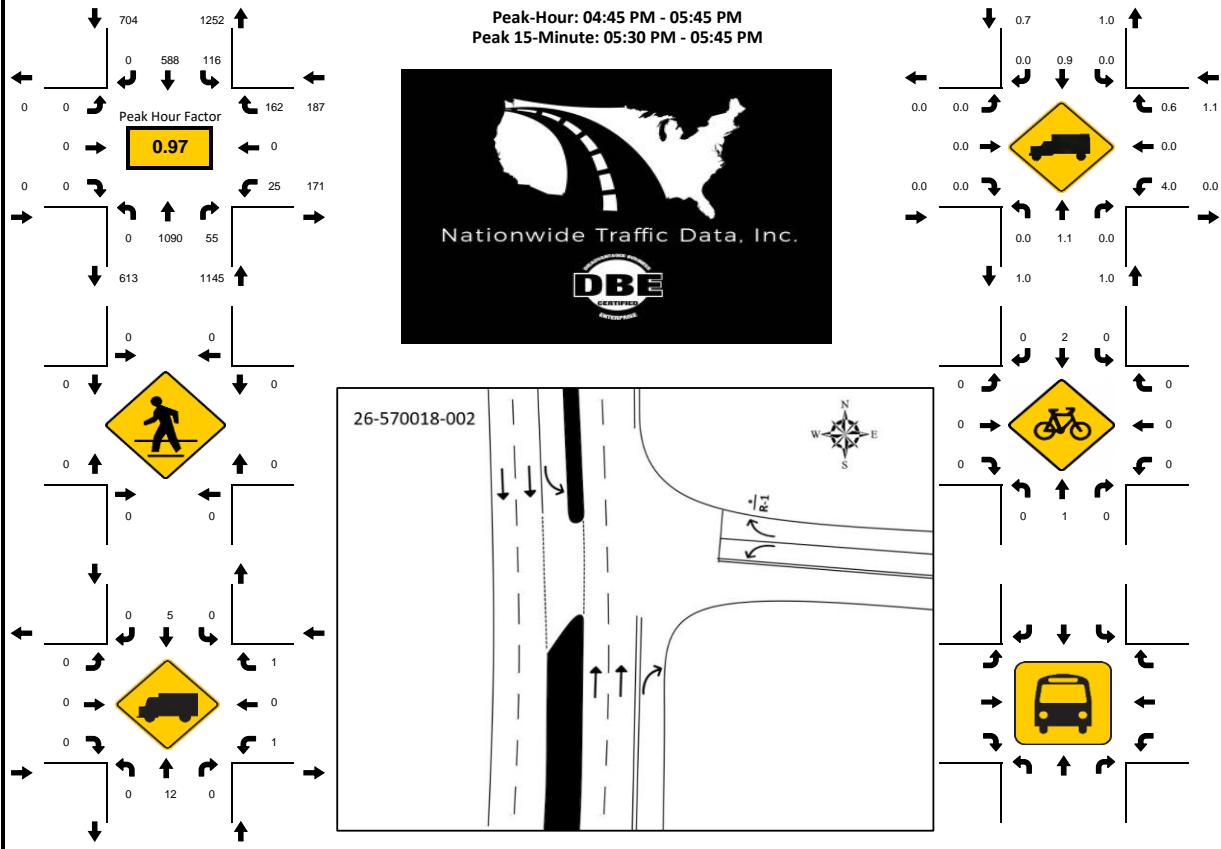
PROJECT ID: 26-570018-002
 DATE: Tue, Feb 17, 2026



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

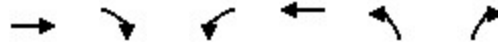
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Appendix B

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	
Intersection Summary						
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
Intersection Summary						
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

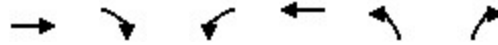
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1271	346	0	0	725
Stage 1	691	-	-	-	-
Stage 2	580	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23
Pot Cap-1 Maneuver	157	645	-	-	867
Stage 1	453	-	-	-	-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

Intersection Summary

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
Stage 1	-	-	-	-	112
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	-	-	1388	-	699
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1388	-	666
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
Intersection Summary						
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 (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	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

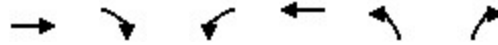
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1694	573	0	0	1205
Stage 1	1147	-	-	-	-
Stage 2	547	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	84	462	-	-	575
Stage 1	265	-	-	-	-
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	
Intersection Summary						
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	T			T		T
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		
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
Intersection Summary						
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

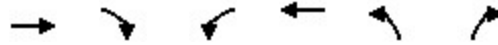
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1365	349	0	0	732
Stage 1	698	-	-	-	-
Stage 2	668	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23
Pot Cap-1 Maneuver	136	641	-	-	862
Stage 1	450	-	-	-	-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