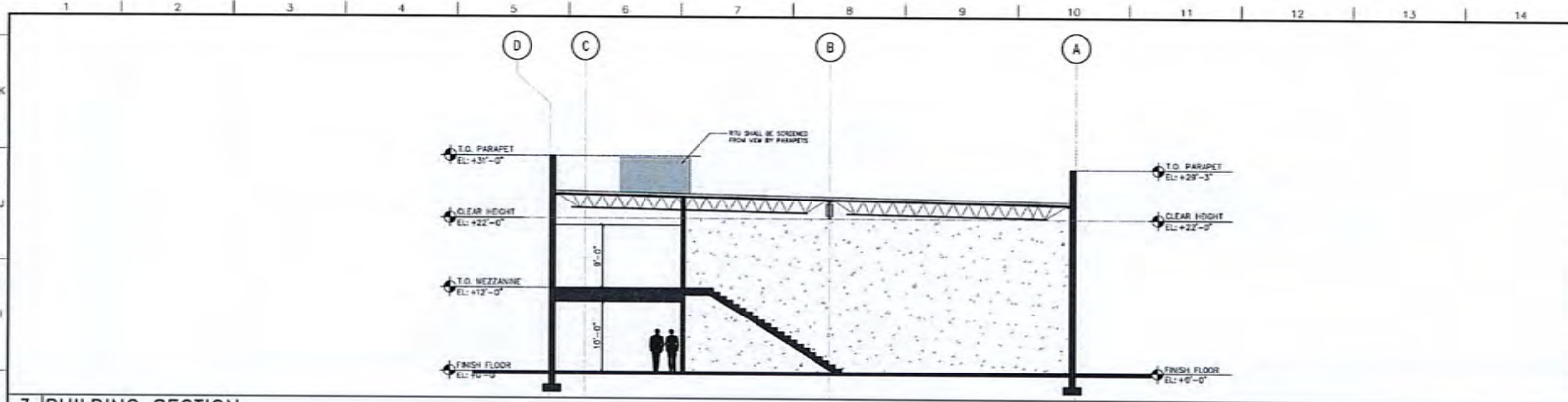




3 BUILDING SECTION
A3.10 SCALE: 1/8"=1'-0"



2 ENLARGED TYPICAL REAR ELEVATION
A3.10 SCALE: 3/16"=1'-0"



1 ENLARGED TYPICAL FRONT ENTRY ELEVATION
A3.10 SCALE: 3/16"=1'-0"

- KEYED NOTES**
- 001 1/2" UP CONCRETE WHOLE PANEL PAINT W/ MEDIUM REVELED FINISH
 - 002 PANEL JOINT (TYPICAL)
 - 003 3/4" PANEL REVEAL
 - 004 6" WIDE X 3/4" DEEP REVEAL
 - 005 1 3/4" WIDE X 3/4" DEEP REVEAL
 - 006 2" WIDE X 3/4" DEEP REVEAL
 - 007 ALUMINUM COLLECTOR DOWNSPOUT PAINTED TO MATCH ADJACENT WALL
 - 008 STEEL DOWNSPOUT GUARD
 - 009 GALVANIZED STEEL UNDER RIG GAGE
 - 010 PAINTED CONCRETE CANOPY
 - 011 IMPACT RESISTANT ALUMINUM STOREFRONT WINDOW SYSTEM W/ TINTED GLASS
 - 012 IMPACT RESISTANT ALUMINUM STOREFRONT DOOR SYSTEM W/ TINTED GLASS
 - 013 GALVANIZED STEEL OVERHEAD GARAGE DOOR WITH SHAPED FINISH FROM MANUFACTURER
 - 014 SHOP PRIMED AND PAINTED GALVANIZED HOLDON METAL WIRE DOOR
 - 015 SHAPED GLASS VENEER ON RECESSED BLT WALL
- PAINT LEGEND**
- PS-1 DARK GREY (ACCENT COLOR)
 - PS-2 LIGHT GREY
 - PS-3 PURE WHITE OR RDS
- NOTE: PAINT TO BE HIGH PERFORMANCE, DURABLE PIGMENT & FADE RESISTANT.

1150 INNOVATION CENTER for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

RELATIONS

Drawing Title: ENLARGED ELEVATIONS AND BUILDING SECTION
Scale: AS NOTED
Project No: 25002.00
Date:
Principal: CDR
Project Director:
Project Manager:
Drafted by:
Checked by:
Sheet No:
A3.10

SITE PLAN APPROVAL 10/24/2025

CMBE ARCHITECTURE

Digitally signed by Carlo Mendoza Date: 2025.10.24 12:19:51 -0400



CMBE
ARCHITECTURE

NOT A CONTRACT DOCUMENT
Prepared by: CMBE
Scale: AS NOTED
Date: 07/18/2025
Project No: 22002.00
Drawing Title: 3D RENDERINGS
Principal: CMB
Project Director: CMB
Project Manager: CMB
Checked by: CMB

Digitally signed by
Carlo Mendoza
Date: 2025.07.18
15:57:29
+05'00'

1150 INNOVATION CENTER, LLC
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
3D RENDERINGS

Scale: **AS NOTED**
Project No: **22002.00**
Date:

Principal: **CMB**
Project Director:
Project Manager:
Checked by:

Sheet No.
A4.00

1 | 3D RENDERING

A4.00 SCALE: NOT TO SCALE



**SITE PLAN
APPROVAL
07/18/2025**



CMBE
ARCHITECTURE

150 INNOVATION CENTER, LLC
150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA 33433
DATE: 07/18/2025
BY: [Signature]

Digitally signed by Carlo Mendoza
Date: 2025.07.18 15:53:48 -0400
CN=Carlo Mendoza

150 INNOVATION CENTER
for 150 INNOVATION CENTER, LLC
150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

NO.	REVISIONS

Drawing Title
3D RENDERINGS

Scale: AS NOTED
Project No: 22002-00
Date:

Principal:
Project Director:
Project Manager:
Drafted by:
Checked by:

Sheet No:
A4.01

1 3D RENDERING

A4.01 SCALE: NOT TO SCALE



SITE PLAN APPROVAL
07/18/2025



CMBE
ARCHITECTURE

1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

Digitally signed by Carlo Mendoza Date: 2025.09.05 15:31:53 -0400

1150 INNOVATION CENTER
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
3D RENDERINGS

Scale AS NOTED
Project No. 23052.00
Date

Principal:
Project Director:
Project Manager:
Drafted by:
Checked by:

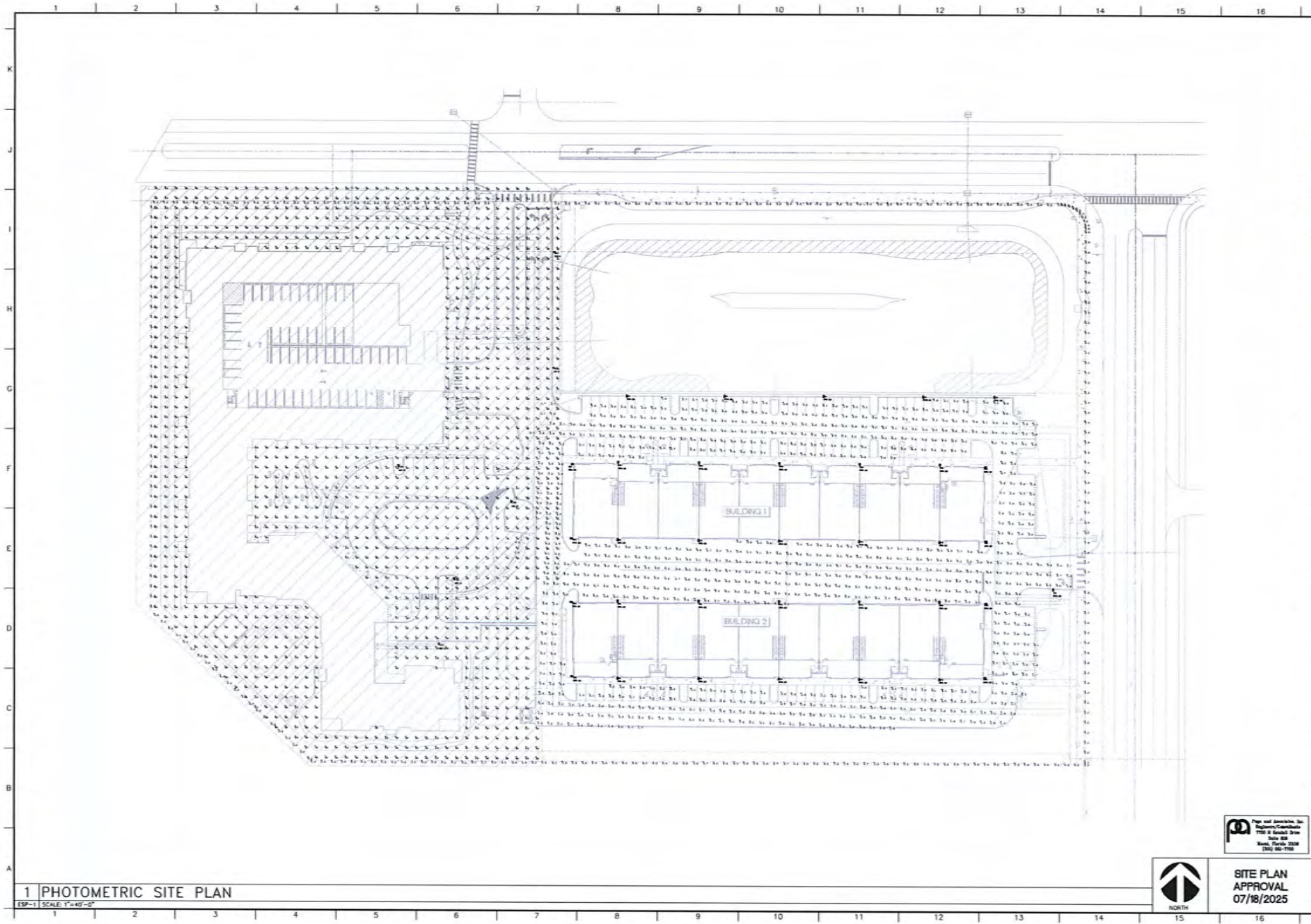
Sheet No.



SITE PLAN
APPROVAL
09/05/2025

A4.02

1 3D RENDERING
A4.02 SCALE: NOT TO SCALE



1 | PHOTOMETRIC SITE PLAN

ESP-1 | SCALE: 1"=40'-0"



**SITE PLAN
APPROVAL**
07/16/2025

CMBE
ARCHITECTURE

DAVID PUGA
LICENSE
NO. 47183
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS SEAL AND SIGN ACTUALLY BEING AND
VALID BY LAW AND HAVE BEEN MADE
ACCORDANT TO THE SEAL, PRINTED COPIES OF
THIS SEAL ARE NOT VALID UNLESS THEY ARE
MADE BY THE SIGNATURE OF THE
ENGINEER AND BEARING HIS OR HER
NAME AND EXPIRATION DATE

1150 INNOVATION CENTER, LLC
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
**PHOTOMETRIC
SITE PLAN**

Scale AS NOTED
Project No. 25002.00
Date

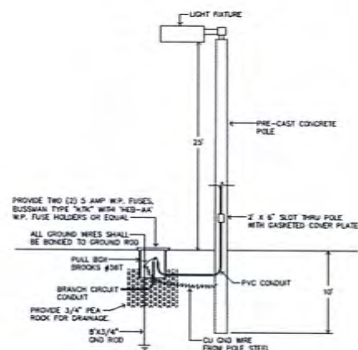
Principal
Project Director:
Project Manager:
Drafted by:
Checked by:

Sheet No.

ESP-1

LUMINAIRE SCHEDULE										
SYMBOL	QTY	LEVEL	ARRANGEMENT	MANUFACTURER	CATALOG NUMBER	REMARKS	SPACING	SLP	LUMINAIRE LENGTH	LUMINAIRE WIDTH
	1	SL	Single	LEDVANCE	LEDVANCE LUMINAIRE	POLE MOUNTED 1x6 A.A.	NA	0.00	10.00	10.00
	1	SL	Single	LEDVANCE	LEDVANCE LUMINAIRE	POLE MOUNTED 2x6 A.A.	NA	0.00	10.00	10.00
	1	SL	Single	LEDVANCE	LEDVANCE LUMINAIRE	POLE MOUNTED 4x6 A.A.	NA	0.00	10.00	10.00

CALCULATION SUMMARY										
LEVEL	CODE TYPE	UNIT	SPACING (L.F.T)	SPACING (F.T)	HEIGHT (F.T)	SLP	SLP	SLP	SPACING	SPACING
POLE MOUNTED 1x6	Standard	NA	NA	NA	NA	0.00	0.0	0.0	10.00	10.00
POLE MOUNTED 2x6	Standard	NA	NA	NA	NA	0.00	0.0	0.0	10.00	10.00



NOTE: POLE, FIXTURE, AND BASE AS AN ASSEMBLY SHALL MEET THE WIND LOADING REQUIREMENTS OF STATE CODES (F.L.C. BUILDING, CHAPTER 16, SECTION 1603, LOCAL CODES & ORDINANCES, AND ASCE 7-2010) (CHAPTERS 26 THROUGH 31) FOR WIND SPEED OF 175 MPH, EXPOSURE C, IMPORTANCE FACTOR OF 1.0. PROVIDING LIGHTING SUPPLIER SHALL SUBMIT CERTIFIED DATA OF COMPLIANCE.

SITE LUMINAIRE & POLE DETAIL
N.T.S.



SITE PLAN
APPROVAL
07/18/2025

Project Director:
Project Manager:
Checked by:

CMBE
ARCHITECTURE

1150 INNOVATION CENTER
for 1150 INNOVATION CENTER, LLC
1150 BROOKER SOUND PKWY NW
BOCA RATON, FLORIDA

J. DAVID PUGA
LICENSED
NO. 411163
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THE SEA AND BED DETAIL SHALL BE
DESIGNED BY A SEA AND BED DESIGNER
REGISTERED IN THE STATE OF FLORIDA
AND SHALL BE THE RESPONSIBILITY OF THE
DESIGNER AND THE ENGINEER SHALL BE
NOTED IN ANY ELECTRIC CODE.

1150 INNOVATION CENTER
for 1150 INNOVATION CENTER, LLC
1150 BROOKER SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

Drawing Title
FIXTURE SCHEDULE
AND POLE DETAIL

Scale: AS NOTED
Project No: 23002.00
Date:

Principal:
Project Director:
Project Manager:
Checked by:

Sheet No.

ESP-2

PREPARED BY AND RETURN TO:

City Attorney's Office
City of Boca Raton
201 Palmetto Park Road
Boca Raton, Florida 33432

RECORD AND RETURN TO:

Land Records
City of Boca Raton
201 W. Palmetto Park Road
Boca Raton, FL 33432

DECLARATION OF COVENANTS AND RESTRICTIONS

THIS DECLARATION OF COVENANTS AND RESTRICTIONS (this "Declaration") is made this ____ day of _____, 20__, by _____, a Florida limited liability company whose mailing address is _____, (the "Declarant").

RECITALS

WHEREAS, Declarant is the owner of title to the real property in the City of Boca Raton, Palm Beach County, Florida, as more particularly described on Exhibit "A", which is hereby made a part of this Declaration (the "Property");

WHEREAS, on _____ the City Council ("Council") for the City of Boca Raton, Florida (the "City") adopted Resolution No. _____, and thereby approved a site plan for the office component of a Commercial Industrial Multifamily Development project entitled "_____" that provides for the development of the Property with _____ (the "Development Approval");

WHEREAS, as a condition of the Resolution, Declarant has agreed to impose certain restrictions and covenants on the Property as set forth in this Declaration.

NOW THEREFORE, Declarant hereby declares that the Property, shall be owned, held, transferred, sold, conveyed, used, occupied and improved subject to the covenants and restrictions created or provided for by this Declaration.

1. **Recitals:** The foregoing Recitals are true and correct and are incorporated into and form a part of this Declaration.

2. **Restrictions and Covenants:** Declarant hereby creates, establishes and imposes on the Property the following restrictions and covenants:

a. **Solid Waste Collection:**

- i. The Applicant shall contract with a private solid waste collection and disposal service as franchised by the City in accordance with the provisions of Section 14-22, Code of Ordinances, to provide solid waste pick-up services for all uses on the Property.
- ii. The City will not be responsible for pickup of solid waste generated by any use on the Property.
- iii. The solid waste service will be contracted by the Applicant, and the costs of the solid waste service, including any solid waste service and all franchise and applicable solid waste disposal fees, shall be the sole responsibility of the Applicant, its successors and assigns, without recourse to the City.
- iv. The Applicant may change the solid waste service with which the Applicant contracts at any time without the written consent of the City, provided that any and all solid waste services with which the Applicant contracts are franchised by the City and provides a written acknowledgement that there will not be any recourse to the City.

b. **Notice to Tenants of the Office/Light Industrial Buildings:** Applicant shall provide all current and subsequent lessees of the Property, a disclosure in all lease agreements that requires all new businesses to apply for a Zoning Confirmation Letter to confirm if the use of their business is permitted in the underlying zoning district, prior to receiving a Business Tax Receipt.

c. **Restriction on Box Trucks:** Applicant shall provide all current and subsequent lessees of the Property, a disclosure in all lease agreements that states that no business shall use or utilize a box truck, or similar vehicle, for daily business operations, nor shall one be parked or stored on the Property at any time. This disclosure shall not restrict the use of box trucks for employees moving furniture or other equipment into the business's unit, nor shall this disclosure restrict residents from using box trucks to move into their respective units.

3. **Third Party Beneficiary:** The City shall be the only third party beneficiary of this Declaration and shall be entitled to enforce this Declaration as if it were a party to this Declaration.

4. **Binding Effect:** This Declaration will be recorded in the Public Records of Palm Beach County, Florida, and this Declaration and the restrictions and covenants contained in this Declaration shall constitute a restriction and covenant running with the land and shall bind, and the benefit thereof shall inure to, the Declarant and any owner of the Property or any portion thereof, and their respective successors and assigns.

5. **Amendment:** This Declaration may not be amended, released or terminated without the prior written consent of the City of Boca Raton.

6. **Limitations:** Nothing contained in this Declaration shall, in any way, be deemed to create any rights other than those expressly granted in this Declaration. This Declaration shall be limited to, and utilized for, the purposes expressed in this Declaration and only for the benefit of the Declarant, the City, and any future owner(s) of the Property or a portion thereof.

7. **Severability:** Invalidation of any of the provisions contained in this Declaration or of the application of any of the provisions contained in this Declaration to any person by judgment or court order shall in no way affect any of the other provisions of this Declaration or the application of this Declaration to any other person and the same shall remain in full force and effect.

IN WITNESS WHEREOF, the Declarant has duly executed this Declaration this ____ of _____, 20__.

[signature pages to follow]

IN WITNESS WHEREOF, the undersigned Declarant has hereunto set its hand and seal as of the day and year first above written.

WITNESSES

BY:

By:

Signature of Witness

Sign: _____

Printed Name: _____

Printed Name: _____

Address: _____

Signature of Witness

Printed Name: _____

Address: _____

STATE OF FLORIDA

COUNTY OF _____

THIS INSTRUMENT was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 20__, by as _____ of _____, a Delaware limited liability company, on behalf of the company, who has produced _____ as identification or who is personally known to me.

Notary Public State of _____

Print Name: _____

Commission No.: _____

Commission Expires: _____

Exhibit "A"
The Property

This Instrument Was Prepared By:

City Attorney's Office
City of Boca Raton
201 W. Palmetto Park Road
Boca Raton, Florida 33432

Record and Return To:

Land Records
City of Boca Raton
201 W. Palmetto Park Road
Boca Raton, Florida 33432

(Reserved)

EASEMENT DEED

THIS INDENTURE, made this _____ day of _____, 20__ between _____, a _____ whose mailing address is _____, hereinafter called the Grantor, and the CITY OF BOCA RATON, FLORIDA, a municipal corporation existing under the laws of the State of Florida, County of Palm Beach, whose mailing address is 201 West Palmetto Park Road, Boca Raton, Florida 33432, hereinafter called the Grantee:

WITNESSETH:

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations to them in hand paid by said Grantee, the receipt and sufficiency whereof is hereby acknowledged, does hereby grant, bargain and sell to Grantee, its successors and assigns forever, a permanent easement and right of access for the installation, construction, reconstruction, continued operation, maintenance, repair, alteration, inspection and replacement of any and all sanitary sewer and water lines, reclaimed water lines, pipes, conduits and mains, together with all valves, meters, incidental equipment, and attachments, and drainage, traffic control, and other facilities of the Grantee, facilities of public utilities operating pursuant to a franchise or other grant of approval from the Grantee, and any and all other uses authorized by the Grantee, together with any other necessary appurtenances pertaining thereto, over, on, upon, across, under and through the following described property ("Property"):

SEE EXHIBIT "A" ATTACHED

TOGETHER WITH all rights of ingress and egress necessary for the full and complete use, occupation and enjoyment of the easement hereby granted, and all rights, privileges and appurtenances incidental thereto.

Grantor represents and warrants that there are no mortgages, liens or other encumbrances upon the property described on Exhibit "A".

Grantor represents and covenants that it is the owner of the premises and has the right, title and capacity to grant the easement granted herein and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

Witnesses:

By: _____

sign _____

sign _____

print _____

print _____

sign _____

title _____

print _____

Corporate Seal/Stamp

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged and subscribed before me by means of ___ physical presence or ___ online notarization this _____ day of _____, 20__ by _____ as _____ of _____, a _____, who is personally known to me or has produced _____ as identification. Sworn to (or affirmed)

My Commission Expires:
(Seal/Stamp)

Notary Public

The execution by the City below acknowledges the acceptance of the Utility Easement in accordance with the terms hereof.

CITY OF BOCA RATON, a Florida municipal corporation

By: _____

Date: _____

Approved as to form and legality
by the City Attorney

JOINDER, CONSENT AND SUBORDINATION

The undersigned hereby certifies that _____, is the holder of a mortgage, lien or other encumbrance upon the above-described property, and that the undersigned hereby joins in and consents to the Public Utility Easement by the owner thereof and agrees that its mortgage, lien or other encumbrance, which is recorded in Official Records Book _____, Page _____, of the Public Records of Palm Beach County, Florida, shall be subordinated to the foregoing agreement.

Signed, sealed and delivered
in the presence of:

By: _____

Print Name: _____

Name: _____

Its: _____

Print Name: _____

(CORPORATE SEAL)

STATE OF _____)
SS:

COUNTY OF _____)

THIS IS TO CERTIFY, that on this _____ day of _____, 201____ before me,
an officer duly authorized to take acknowledgements in the State and County aforesaid, personally
appeared _____ as _____ of
_____, who [] is personally known to me or [] produced
_____ as identification.

NOTARY PUBLIC STATE OF _____
Print Name: _____
Commission No.: _____
Commission Expires: _____

Original
71-84

EASEMENT DEED

THIS INDENTURE, made this 29th day of February, 1984, between SENSORMATIC ELECTRONICS CORPORATION, a Delaware corporation, authorized to do business in the State of Florida, hereinafter called the Grantor, and the CITY OF BOCA RATON, FLORIDA, a municipal corporation existing under the laws of the State of Florida, County of Palm Beach, whose mailing address is 201 West Palmetto Park Road, Boca Raton, Florida 33432, hereinafter called the Grantee:

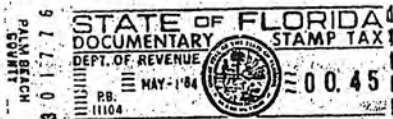
W I T N E S S E T H :

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations to them in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to Grantee, its successors and assigns forever, a permanent easement and right-of-way for the construction and continued operation, maintenance, repair, alteration, inspection and replacement of any and all water lines, pipes, conduits and mains, together with all valves, meters, incidental equipment attachments and appurtenances pertaining thereto, over, on, upon, across, under and through such of the premises belonging respectively to said Grantor, located in the City of Boca Raton, County of Palm Beach and State of Florida, within which is situated the following described property:

SEE EXHIBIT "A" ATTACHED

TOGETHER WITH all rights of ingress and egress necessary for the full and complete use, occupation and enjoyment of the easement hereby granted, and all rights, privileges and appurtenances incident thereto.

This instrument prepared by:
M. A. Galbraith, Jr., City Attorney
City of Boca Raton
201 West Palmetto Park Road
Boca Raton, Florida 33432



IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

SENSORMATIC ELECTRONICS
CORPORATION, a Delaware corporation
authorized to do business in the
State of Florida

Joyce E. McKenna

By: Paul F. Manley

Vice President
Administration and Planning

Donna D. Tash

Attest: Edward R. Burt

STATE OF Florida
COUNTY OF Broward

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County last aforesaid to take acknowledgments, personally appeared Paul F. Manley and Donna D. Tash, as Vice President and Vice President respectively of Sensormatic Electronics Corporation, to me known to be the persons described in and who executed the foregoing instrument, and they acknowledged before me that they executed the same.

WITNESS my hand and official seal in the County and State last aforesaid this 29th day of February, 1984.

My Commission Expires:

Barbara Ann Slagle
Notary Public for the State of Florida
My Commission Expires April 21, 1984
Bounded Thus They Face Intentionally

ACCEPTED AND APPROVED

CITY OF BOCA RATON, FLORIDA

By: William A. Konrad
William A. Konrad, Mayor

Attest: Carolee B. Bickelstein
City Clerk

R4226 P1896

EXHIBIT "A"

A portion of Parcel "B" of Arvida Park of Commerce, Plat No. 3 as recorded in Plat Book 38, Pages 85 and 86, Public Records of Palm Beach County, being more particularly described as follows:

Commencing at the Southeast corner of said Parcel B; thence N 01°00'00" W by plat bearing along the West right-of-way line of Broken Sound Boulevard NW, a distance of 5.00 feet to the Point of Beginning; thence S 89°00'00" W along a line being the centerline of said 10.00 foot easement and parallel with the South line of said Parcel B, a distance of 224.00 feet; thence N 02°02'12" W, a distance of 120.00 feet; thence N 55°56'44" W, a distance of 639.00 feet; thence N 00°00'44" W, a distance of 68.00 feet to the point of terminus, said point being on the South right-of-way line of Broken Sound Boulevard, together with the following described 10.00 foot water main easement: Commence at the Southeast corner of said Parcel B; thence N 1°00'00" W by plat bearing along the West right-of-way line of Broken Sound Boulevard NW, a distance of 10.00 feet; thence S 89°00'00" W, a distance of 15.00 feet to the Point of Beginning of this description; thence N 1°00'00" W along a line being the centerline of said 10.00 foot easement, a distance of 193.00 feet; thence N 44°00'00" E, a distance of 21.21 feet to the point of terminus on the West right-of-way line of Broken Sound Blvd. NW, said lands situate, lying and being in Palm Beach County, Florida.

Also

A portion of Parcel B of Arvida Park of Commerce, Plat No. 3 as recorded in Plat Book 38, Pages 85 and 86 of the Public Records of Palm Beach County, Florida, being more particularly described as follows:

Fire Hydrant Easement #1

Commence at the Southeast corner of said Parcel B; thence N 1°00'00" W by plat bearing along the West right-of-way line of Broken Sound Blvd. NW, a distance of 5.00 feet; thence S 89°00'00" W and parallel with the South line of said Parcel B, a distance of 224.00 feet; thence N 2°02'12" W, a distance of 120.00 feet; thence N 55°56'44" W, a distance of 171.00 feet to the Point of Beginning; thence N 41°30'00" E along the centerline of said 10.00 foot easement 24.00 feet; thence N 48°30'00" W, 55.00 feet to the point of terminus; together with the following described fire hydrant easement:

Fire Hydrant Easement #2

Commence at the Southeast corner of said Parcel B; thence N 1°00'00" W by plat bearing along the West right-of-way line of Broken Sound Boulevard, NW, a distance of 5.00 feet; thence S 89°00'00" W and parallel with the South line of said Parcel B, a distance of 224.00 feet; thence N 2°02'12" W, a distance of 120.00 feet; thence N 55°56'44" W, a distance of 445.00 feet to the Point of Beginning; thence S 34°03'16" W along a line being the centerline of said 10.00 foot easement, a distance of 45.00 feet to the point of terminus; said lands situate, lying and being in Palm Beach County, Florida.

B4226 P1897

RECORD VERIFIED
PALM BEACH COUNTY, FLA.
JOHN B. DUNKLE
CLERK CIRCUIT COURT

This Instrument Was Prepared By:
City Attorney's Office
City of Boca Raton
201 Palmetto Park Road
Boca Raton, Florida 33432
Record and Return To:

Land Records
City of Boca Raton
201 W. Palmetto Park Road
Boca Raton, Florida 33432

(Reserved)

BICYCLE AND PEDESTRIAN SHARED USE PATH EASEMENT

THIS BICYCLE AND PEDESTRIAN SHARED USE PATH EASEMENT ("Shared Use Path Easement") dated _____ is made by and between _____, a Delaware limited liability company, whose mailing address is _____, their successors and/or assigns (the "Grantor"), and the CITY OF BOCA RATON, a Florida municipal corporation, whose mailing address is 201 West Palmetto Park Road, Boca Raton, Florida 33432, its successors and/or assigns ("Grantee").

RECITALS

WHEREAS, on [DATE], the City Council approved Resolution No. _____ (the "Development Approval"); and

WHEREAS, in order to proceed with the project in accordance with the Development Approval, the Grantor is required to grant this Shared Use Path Easement to the Grantee for the area legally described in Exhibit "___" attached hereto and incorporated herein (the "Easement Area"); and

WHEREAS, the Grantor wishes to grant such Shared Use Path Easement to the Grantee, and to commit and agree, for itself and all of its successors and assigns, to the conditions and obligations set forth in this Shared Use Path Easement.

GRANT OF SHARED USE PATH EASEMENT

For and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor states as follows:

1. **Recitals.** The recitals set forth above are correct and are made a part of this grant of Shared Use Path Easement.

2. **Grant of Shared Use Path Easement.** Grantor hereby grants to Grantee, its successors and assigns forever, a permanent easement and right of access for public shared use path, together with all other rights, privileges and appurtenances pertaining thereto, over, on, upon, across, under and through the Easement Area described in Exhibit "A."

3. **Construction, Maintenance and Repair of Easement Area.** The Grantor shall be responsible in perpetuity, and at Grantor's sole cost and expense, for the construction, installation, maintenance, repair, restoration and replacement of the shared use path installed in the Easement Area (the "Shared Use Path"). In the event the Grantor fails to timely construct, install, operate, maintain, repair, restore or replace the Shared Use Path, the Grantee may, but shall not be required to, enter upon said lands and construct, install, operate, maintain, repair, restore or

replace such Shared Use Path; and the Grantee may exercise upon any existing bond or seek any available legal remedy (at law or in equity) to recover all costs and expenses incurred by Grantee (including, without limitation, code enforcement and/or a lien upon the Easement Area).

4. Indemnification of Grantee by Grantor. The Grantor shall indemnify, hold harmless, and defend the Grantee, its officers, employees and agents, from and against any and all claims, liabilities, suits, actions, administrative proceedings, litigation, appeals, judgments, costs or expenses, including attorney fees and costs (at trial and through all appeals), for loss, damage or injury to persons or property, in any manner directly or indirectly connected with, incidental to, or arising out of, the use and enjoyment of this Shared Use Path Easement and the property subject to this Shared Use Path Easement (the Easement Area). This paragraph shall continue indefinitely and survive the cancellation, termination, expiration, lapse or suspension of this Shared Use Path Easement.

5. Insurance. The Grantor shall procure and shall thereafter maintain on an annual basis, at Grantor's sole cost and expense, insurance for the Easement Area, insuring the Grantee against any and all claims, actions and judgments made by any person, firm, corporation or entity for any loss, claim or damage, including without limitation, arising from a claim of personal injury or property damage for any act or omission arising out of the design, construction, installation, maintenance, repair, restoration and/or replacement of the Shared Use Path, as follows: Comprehensive Commercial General Liability in an amount not less than One Million Dollars (\$1,000,000) subject only to a deductible or a self-insured retention that does not exceed Twenty-Five Thousand Dollars (\$25,000.00), which insurance policy shall also cover the Grantor's indemnity obligations under this Shared Use Path Easement. The Grantee shall be included as an additional insured on all insurance policies required by this Shared Use Path Easement in the form of an endorsement; such endorsement for the City shall name the "City of Boca Raton, Florida, its officers, employees, and agents" as an additional insured, and shall provide for thirty (30) calendar days prior written notice to the Grantee in the event of termination, cancellation, or any material change to the insurance requirements set forth in this Shared Use Path Easement. All insurance policies shall be primary without right / obligation of contribution from the Grantee or any of the Grantee's insurance carriers. Grantor shall deliver the first certificate(s) of insurance to the Grantee contemporaneous with the approval of this Shared Use Path Easement. Certificates for any renewal or replacement policies shall be delivered to the Grantee at least thirty (30) calendar days prior to the expiration of the date of such insurance, without lapse in coverage. Without limiting any of the provisions herein, in the event the Grantor refuses, neglects, or fails to secure and maintain in full force and effect any or all of the insurance required by this Shared Use Path Easement, the Grantee, at its option, may procure or renew such insurance at the Grantor's expense. All sums paid by the Grantee for insurance shall be payable by the Grantor to the Grantee, together with interest at the then lawful rate, from the date the sums were paid by the Grantee to the date of reimbursement by the Grantor, and the Grantee may file a claim of lien against the Easement Area.

6. Representations of Grantor. Grantor represents and warrants that it is the owner of the Easement Area and has the right, title and capacity to grant the Shared Use Path Easement and covenant to fulfill the perpetual obligations as more specifically provided herein (and neither the authorization nor joinder of any third party is required for the grant of this Shared Use Path Easement, except as reflected in the joinder page attached hereto), and Grantor shall defend Grantee's interest against the lawful claims of all persons whomsoever. Grantor further represents and warrants that all holders of mortgages or other encumbrances against the Easement Area as of the date of this Shared Use Path Easement have executed the joinder, consent and subordination attached hereto.

7. Covenant Running with the Land. This Shared Use Path Easement constitutes a covenant running with the land and shall be binding upon, and enforceable against, the Grantor for the benefit of, and enforceable by, Grantee.

8. Recordation. This instrument shall be recorded in the Official Records of Palm Beach County, Florida.

IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written. The signator below represents and warrants that he or she has the full power and authority to execute and deliver this Shared Use Path Easement on behalf of Grantor.

GRANTOR:

_____, a Delaware limited liability company

Witness Signature Date

By: _____

Print Name

Name: _____

Title: _____

Witness Signature Date

Print Name

(Corporate Seal/Stamp)

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged and subscribed before me by means of ___ physical presence or ___ online notarization this _____ day of _____, 202_ by _____ as _____ of _____, who is personally known to me or has produced _____ as identification.

Name:

Notary Public, State of _____

My Commission Expires:
(Seal/Stamp)

The execution by the City below acknowledges the acceptance of the Shared Use Path Easement in accordance with the terms hereof.

CITY OF BOCA RATON, a Florida municipal corporation

By: _____

Date: _____

ATTEST:

By: _____
City Clerk

APPROVED AS TO FORM

By: _____

Exhibit "A"

Legal Description of Easement Area

JOINDER, CONSENT AND SUBORDINATION

The undersigned hereby certifies that _____ is the holder of a mortgage, lien or other encumbrance upon the above-described Easement Area, and that the undersigned hereby joins in and consents to this Shared Use Path Easement and agrees that its mortgage, lien or encumbrance, which is recorded in Official Records Book _____, Page _____ of the Public Records of Palm Beach County, Florida, shall be subordinated to the foregoing Shared Use Path Easement.

Signed, sealed and delivered in the presence of:

LENDER NAME

Witness Signature Date

Print Name

Witness Signature Date

Print Name

STATE OF _____
COUNTY OF _____

By: _____

Name: _____

Title: _____

The foregoing instrument was acknowledged and subscribed before me by means of ___ physical presence or ___ online notarization this _____ day of _____, 202_ by _____ as _____ of _____, who is personally known to me or has produced _____ as identification.

Notary Public, State of _____

My Commission Expires:
(Seal/Stamp)

This Instrument Was Prepared by:

Record and Return to:

Land Records
201 West Palmetto Park Road
Boca Raton, Florida 33432

DECLARATION OF UNITY OF CONTROL IN LIEU OF UNITY OF TITLE

THIS DECLARATION OF UNITY OF CONTROL IN LIEU OF UNITY OF TITLE ("Declaration") is made and entered into as of this ____ day of _____, 20__, by 1150 Broken Sound LLC, a (Delaware limited liability company) (the "Declarant").

RECITALS:

WHEREAS, the Declarant is the owner in fee simple of the property situated in the City of Boca Raton, County of Palm Beach and State of Florida, the legal description for which is attached hereto and made a part hereof as Exhibit "A" ("Property"); and

WHEREAS, on _____, 2025 the Boca Raton City Council ("Council") approved Resolution No. _____; and

WHEREAS, the Property is established and declared to be unified as one zoning/building site as reflected in the Development Approval, and Section 19-108, Code of Ordinances, requires a unity of title for such development approvals with multiple parcels under separate ownership; and

WHEREAS, the Declarant is providing a Declaration of Unity of Control in Lieu of Unity of Title unifying the Property, which shall be executed and delivered to the City, together with applicable recording fees, as a condition to the issuance of a main use building permit; and

WHEREAS, Section ____ Condition ____ of Resolution No. _____ provides, in pertinent part, that a Declaration of Unity of Control in Lieu of Unity of Title unifying the Property shall be executed and delivered to the City, together with applicable recording fees, as a condition to the issuance of a main use building permit; and

NOW, THEREFORE, in consideration of the covenants and agreements contained herein, the above recitals and the sum of Ten Dollars (\$10.00) and other good and valuable consideration, receipt of which is acknowledged, the parties hereto do hereby agree as follows:

ARTICLE 1

COVENANTS RELATING TO BUILDING AND ZONING CONTROL

The Declarant hereby declares that the Property, and any portions thereof, are and shall be held, transferred, sold, conveyed and occupied subject to the covenants and restrictions hereinafter set forth in this Article I.

1.1 Subject to the qualifications and exceptions set forth in this Article I, the Property is established and declared to be unified as one zoning/building site as reflected in Resolution No ____ and no portion of the Property shall be sold, assigned, transferred, conveyed or devised ("Conveyance"), except in its entirety, unless such Conveyance is in conformity with the provisions of this Declaration.

1.2 Notwithstanding anything to the contrary contained in Paragraph 1.1 hereof, the Property may be separately encumbered by one or more mortgages, and/or separately sold or conveyed, whether such Conveyance is pursuant to foreclosure sale or any other type of sale or Conveyance, without the consent of any party; provided, however, upon and subsequent to any such Conveyance or encumbrance, this Declaration shall at all times be a binding covenant on the Property. In connection with any mortgage on the Property, the mortgagee and its successors and assigns may foreclose, accept a deed in lieu of foreclosure or otherwise take title to the Property, or portion thereof, without the consent of any party, provided that this Declaration shall at all times be a binding covenant on the Property. Further, any Conveyance or encumbrance under this Paragraph 1.2 shall in no way amend, alter or modify the unification of the Property as one zoning/building site.

1.3 Notwithstanding Paragraph 1.1, individual residential or individual commercial condominium units created by a Declaration of Condominium may be conveyed to, and are subject to ownership by one or more owners, together with an undivided share of the common elements as a part and appurtenant to each such individual residential or individual commercial condominium unit, without violating this Declaration. Any individual residential or individual commercial condominium unit whose conveyance is permitted pursuant to this paragraph shall in no way amend, alter or modify the unification of the Property as one unified zoning/building site; provided, however, that while owners of individual residential or individual commercial condominium units shall not be required to join in any submittal or request for approval pursuant to Paragraph 1.4, joinder shall be required by the successor or assignee of Declarant's interest in the portion of the Property upon which the common elements are established, as applicable.

1.4 Declarant, its successors and assigns, acknowledge that the City shall not be obligated to accept or process any application for any development permits which cannot be

issued without an amendment to Resolution No.____, unless same is submitted and approved by Declarant, its successors and assigns. Furthermore, any development permits which effectuate and/or implement Resolution No. ____ and can be issued without an amendment to Resolution No. ____, shall not require the submittal or approval by any other Declarant, its successors and assigns, and the City may process same without the submittal or approval by any other Declarant, its successors and assigns. The determination of whether any development permits effectuate and implement Resolution No. ____ and whether any development permits can be issued without an amendment to Resolution No. ____ shall be made by the City Manager, or his designee, in said official's reasonable discretion.

1.5 Declarant represents and warrants to the City that it is the owner of all the legal and beneficial interests in the Property, or that all legal and beneficial owners have joined in this Declaration, and that it has the authority to execute and record this Declaration.

1.6 The Declarant agrees that this Declaration is intended to be and shall be construed as a covenant running with the land, as provided by law, and shall run with, be appurtenant to, binding upon, and inure to the benefit of the Property and the City and shall be enforceable by the party hereto and its respective heirs, successors and assigns, and all parties claiming under it and may not be released or amended without the prior written consent of the City Manager. Each time all or any portion of the Property is transferred, the transferee shall assume all of the rights, liabilities and obligations of the Declarant, and rights, liabilities and obligations shall inure to and/or be the obligation of the transferee of all or any such portion of the Property.

ARTICLE II NON-SUBORDINATION

The Declarant represents and warrants that it is the fee simple title holder of the Property, and that the Property is not currently subject to any ground lease or trust, or that any such lessor, trustee or beneficiary has joined in this Declaration. The Property is subject to a mortgage(s), as noted below, and the mortgagee(s) has (have) joined in this Declaration.

- 1) Mortgage in favor of _____ recorded in ORB _____, Page _____.
- 2) Mortgage in favor of _____ recorded in ORB _____, Page _____.
- 3) Mortgage in favor of _____ recorded in ORB _____, Page _____.
- 4) Mortgage in favor of _____ recorded in ORB _____, Page _____.

(The remainder of this page intentionally left blank

Signatures appear on the following page

IN WITNESS WHEREOF, the undersigned Declarant has hereunto set its hand and seal as of the day and year first above written.

WITNESSES:

BY:

a (type of company

Signature of Witness
Printed Name: _____

By: _____

Title: _____

Signature of Witness
Printed Name: _____

STATE OF FLORIDA)

) ss:

COUNTY OF PALM BEACH)

The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by _____, as _____ of 1150 Broken Sound LLC, a (Delaware limited liability company), on behalf of the company. He/She is personally known to me or produced the following identification: _____.

Notary Public State of _____
Print Name: _____
Commission No.: _____
Commission Expires: _____

EXHIBIT A

LEGAL DESCRIPTION

All of Parcel 'B', ARVIDA PARK OF COMMERCE PLAT NO. 3, according to the Plat thereof recorded in Plat Book 38, Pages 85-86, of the Public Records of Palm Beach County, Florida

Said lands lying in Palm Beach County, Florida containing 508,667 square feet (11.6774 acres) more or less.

JOINDER, CONSENT AND SUBORDINATION

The undersigned hereby certifies that _____, is the holder of a mortgage, lien or other encumbrance upon the above-described property, and that the undersigned hereby joins in and consents to this Declaration of Unity of Control in Lieu of Unity of Title by the owner thereof and agrees that its mortgage, lien or other encumbrance, which is recorded in Official Records Book _____, Page _____, of the Public Records of Palm Beach County, Florida, shall be subordinated to the foregoing Declaration.

Signed, sealed and delivered
in the presence of:

By: _____

Print Name: _____

Name: _____

Its: _____

Print Name: _____

(CORPORATE SEAL)

STATE OF _____)
COUNTY OF _____)
SS:

THIS IS TO CERTIFY, that on this _____ day of _____, 20__ before me, an officer duly authorized to take acknowledgements in the State and County aforesaid, personally appeared _____ as _____ of _____, who [] is personally known to me or [] produced _____ as identification.

NOTARY PUBLIC STATE OF _____
Print Name: _____
Commission No.: _____
Commission Expires: _____

This Instrument Was Prepared By:
City Attorney's Office
City of Boca Raton
201 Palmetto Park Road
Boca Raton, Florida 33432

Record and Return To:

Land Records
City of Boca Raton
201 W. Palmetto Park Road
Boca Raton, Florida 33432

PUBLIC USE EASEMENT

THIS INDENTURE, made this ____ day of _____, 20____, between _____, a Delaware limited liability company, whose mailing address is _____, Boca Raton, FL 33432, hereinafter called the Grantor, and the CITY OF BOCA RATON, FLORIDA, a municipal corporation organized and existing under the laws of the State of Florida, whose mailing address is 201 West Palmetto Park Road, Boca Raton, Florida 33432, hereinafter called the Grantee;

RECITALS

WHEREAS, on [DATE], the Boca Raton City Council approved Resolution No. _____ (the "Development Approval"); and

WHEREAS, in order to proceed with the project in accordance with the Development Approval, the Grantor is required to grant this Public Use Easement to the Grantee for the area legally described in Exhibit "___" attached hereto and incorporated herein (the "Public Use Area"); and

WHEREAS, the Grantor wishes to grant such Public Use Easement to the Grantee, and to commit and agree, for itself and all of its successors and assigns, to the conditions and obligations set forth in this Public Use Easement.

THAT THE GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt and sufficiency whereof is hereby acknowledged, have granted, bargained and sold to Grantee, its successors and assigns forever a permanent non-exclusive easement that may be used by the public during the hours of 7:00 a.m. to 11:00 p.m. daily for public recreation and open space purposes ("Easement") within the area legally described and identified on Exhibit "A" attached hereto and made a part hereof ("Public Use Easement Area") and any other appurtenances pertaining thereto for the exercise of the easement rights granted herein, over, on, upon, across, under and through the Public Use Easement Area belonging respectively to said Grantor and located in the City of Boca Raton, County of Palm Beach, State of Florida;

TOGETHER WITH all rights of ingress and egress over and across the Public Use Easement Area necessary for the full and complete use and enjoyment of the Easement hereby granted, and all rights, privileges and appurtenances incidental thereto.

GRANTOR represents and covenants that it is the owner of the Public Use Easement Area and has the right, title and capacity to grant the Easement granted herein (and neither the authorization nor

joinder of any third party is required for the grant of this Easement, except as reflected in the joinder page attached hereto), and Grantor and its successors and assigns shall defend Grantee against the lawful claims of all persons whomsoever.

GRANTOR hereby commits and agrees, for itself and all successors and assigns, to the following conditions and obligations of this Easement:

- 1) That the Grantor, its successors and assigns, retains full power, authority and control of the Public Use Easement Area, including the right to set and enforce reasonable rules regarding public use of the Public Use Easement Area and the right to permit vehicular ingress and egress over, upon and across the driveways located across the Public Use Easement Area; provided, however, that the Grantor, its successors and assigns, shall not unreasonably limit the public use and enjoyment of the Public Use Easement Area.
- 2) That the Grantor, and all successors and assigns, shall be responsible in perpetuity for the construction, operation, maintenance, and repair or replacement of the Public Use Easement Area and all amenities constructed or located therein at its sole expense.
- 3) The Grantor shall construct all improvements and amenities located within the Public Use Easement Area in accordance with, and as required by the IDA, as may be amended from time to time based upon approval of the City Council. In the event the Grantor fails to timely construct or maintain any and all such improvements and amenities, the Grantee may, but shall not be required to, enter upon said lands and construct and/or maintain such improvements (all at the Grantor's sole expense); and the Grantee may, prior to or after such construction or maintenance, exercise upon any existing bond or seek any available legal remedy (at law or in equity) to recover all costs and expenses incurred by Grantee (including without limitation, code enforcement and/or a lien upon the Public Use Easement Area).
- 4) Notwithstanding any provision of this Easement to the contrary, at the request of Grantor the Grantee may, through written authorization executed by the City Manager (which authorization may be granted or denied in the City Manager's sole discretion), authorize the temporary, limited suspension of the the public's right to use or access of the Public Use Easement Area during construction, maintenance, and/or other activities the City Manager determines are appropriate for a temporary suspension upon the Public Use Easement Area.
- 5) The Grantor, for themselves and all successor and assigns, shall indemnify, hold harmless, and defend the Grantee, its officers, employees and agents, from and against any and all claims, liabilities, suits, actions, administrative proceedings, litigation, appeals, judgments, costs or expenses, including attorney fees and costs (at trial and through all appeals), for loss, damage or injury to persons or property, in any manner directly or indirectly connected with, incidental to, or arising out of, the use and enjoyment of the Public Use Easement Area and/or this Easement.

WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written. The signator below represents and warrants that he or she has the full power and authority to execute and deliver this Sidewalk Easement on behalf of Grantor.

GRANTOR:

_____, a Delaware limited liability company

By: _____

Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged and subscribed before me by means of ___ physical presence or ___ online notarization this _____ day of _____, 202_ by _____ as _____ of _____, who is personally known to me or has produced _____ as identification.

Notary Public, State of _____

My Commission Expires:
(Seal/Stamp)

The execution by the City below acknowledges the acceptance of the Sidewalk Easement in accordance with the terms hereof.

CITY OF BOCA RATON, a Florida municipal corporation

By: _____

Date: _____

ATTEST:

By: _____
City Clerk

APPROVED AS TO FORM

By: _____

EXHIBIT A

LEGAL DESCRIPTION

(Public Use Easement Area)



CITY OF Boca Raton

PUBLIC WORKS AND ENGINEERING DEPARTMENT
- TRAFFIC DIVISION
2500 NW 1ST AVENUE • BOCA RATON, FL 33431
PHONE (561) 416-3385
(FOR HEARING IMPAIRED) TDD (561) 367-7043
www.myboca.us

January 16, 2026

TO: Jacob German
Planner II

FROM: Quan Yuan, PE, PTOE 
Transportation Planning Engineer

RE: PZSPA-2025-00026 (SPA-23-03R2)
1150 Innovation Center, Mutual of America

This petition is a request for a Site Plan Amendment to a Commercial Industrial Multifamily Development (CIMD) located at 1150 NW Broken Sound Parkway. The 11.68-acre site is generally located in the southwest quadrant of the intersection of NW Broken Sound Parkway and MW Broken Sound Boulevard. The property currently contains a 64,708-square-foot office building. The site previously received a Site Plan Approval via City Resolution No. 2024-001 to demolish the existing office building on the western portion of the site and construct a 157,861-square-foot office building with a six-level parking structure on the eastern portion. Subsequently, the site went through another amendment and obtained a Site Plan Approval via City Resolution No. 14-2025 to add 2,000 square feet retail, 287 residential apartment units with a parking structure on the western portion of the site.

In this application, the request is to disregard the previous approved 157,861-square-foot office building and construct two flex-use office buildings totaling 71,624 square feet instead. Vehicular access will be provided via one full access driveway on NW Broken Sound Parkway and one full access driveway on NW Broken Sound Boulevard. Per City Code Section 23-190(d), both driveways are classified as suburban intermediate driveways. Since a new development plan is requested and the approved development plan will not be pursued, the previously approved land uses are not vested for traffic concurrency. Therefore, traffic concurrency is evaluated by comparing the existing land uses with the proposed land uses.

The project traffic consultant, Kimley-Horn and Associates, Inc., estimated the development's trip generation in a traffic study dated October 24, 2025, as provided below.

Trip Generation 1150 Innovation Center, Mutual of America				
	Trip Generation (trips)			
Development	Intensity	Daily	AM Peak Hour	PM Peak Hour
Existing Development				
Office	64,708 SF	631	88	84
Proposed Development				
Office	71,624 SF	1,953	198	198
General Retail	2,000 SF			
Multifamily (Apartment)	287 Unit			
Net New Trips		1,322	110	114

The proposed development is expected to generate additional 1,322 daily trips, 110 AM peak hour trips, and 114 PM peak hour trips. Based on the Palm Beach County (PBC) Traffic Division's review and the approval letter, dated December 8, 2025, the project met the Traffic Performance Standards (TPS) Ordinance.

The proposed development plan requires the approval of one technical deviation related to the driveway design standards. The Traffic Division has reviewed the technical deviation request prepared by Kimley-Horn and Associates, Inc. in a traffic study dated October 24, 2025. The following table summarizes the request:

Technical Deviation				
Technical Deviation	City Code Requirement	Provided by Applicant	Justification Provided by Applicant	Staff Support?
Driveway Reservoir Distance	50 feet	38 feet	The driveway serves low volume of traffic with low amounts of delay. Impervious areas can be reduced.	Yes An additional distance of 15 feet is available from travel lane pavement edges

Justifications: Per Driveway Design Standards in Table 23B of City Code Section 23-190(d), a suburban intermediate driveway requires a minimum of 50 feet reservoir distance. While 38 feet reservoir distance is proposed at the driveway on NW Broken Sound Boulevard, the Traffic Division has no objection based on consideration of the following factors:

- a. Vehicles exiting the site encounter relatively low amounts of delay in finding gaps in traffic to exit the site.
- b. There is additional 15 feet distance between the property line and the travel lane pavement edges. The effective driveway reservoir distance can be increased to 50 feet as required.
- c. While less vehicle use area is needed, more pervious area can be provided.

If the petition is approved, then the following amendments to traffic-related conditions in Resolutions 2024-001 and 14-2025 are recommended:

1. Resolution 14-2025 Condition 4(f): Amend as shown (Addition is formatted with underline and deletion is formatted with ~~strikethrough~~)

Submit engineering plans of the parking structures for review and approval by PWR. A design professional shall certify that the engineering plans for the parking structure are consistent with the City's Engineering Design Standards Manual and ADA. The engineering parking structure plans shall conform to the following standards;

2. Insert new condition as (4)(g)vi in Resolution 14-2025.

A new median opening and a northbound left turn lane at the project driveway on NW Broken Sound Boulevard, with a minimum storage bay length of 145 feet, inclusive of a 50-foot taper.

3. Resolution 14-2025 Condition 4(h): Amend as shown: (Addition is formatted with underline and deletion is formatted with ~~strikethrough~~)

Remit to the City an annual contribution of \$19,712 \$8,422 after the issuance of the Certificate of Occupancy for the office building, and an additional \$15,321 \$16,576 after the issuance of the Certificate of Occupancy for the residential building, to be applied to the City's transit programs in accordance with Section 28-980(e)(3)(i), Code of Ordinances, provided however, for the first payment, such amount (\$19,712 \$8,422 for the office building and \$15,321 and \$16,576 for the residential building) shall be prorated based on the number of months between the date of issuance for a main use building permit and the next January 15th (the date on which the next annual contribution will be due).

PZSPA-2026-00026 (SPA-23-03R2)

4

1/16/2026

cc: Zachary Bihr, P.E., Director of Public Works and Engineering Department
Naresh Machavarapu, P.E., RSP, City Traffic Engineer
Brandon Schaad, AICP, LEED AP, Director of Development Services Department
Tamashbeen Rahman, AICP, Planning Administrator of Development Services Department

Q:\TRAFFIC\TRANSPORTATION PLANNING\Land Development\Engineering Memo\Engineering Memo 1150 Innovation Center.docx

1150 INNOVATION CENTER

BOCA RATON, FL



October 24, 2025
Kimley-Horn Project #040146021



TRAFFIC ANALYSIS

1150 INNOVATION CENTER

BOCA RATON, FL

Prepared for:
1150 Broken Sound, LLC

Prepared by:

Kimley»Horn

477 S Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/840-0848 TEL

Registry No 35106

September 12, 2025
Revised October 24, 2025

Kimley-Horn Project #:040146021

This item has been digitally signed and sealed by Christopher W. Heggen, P.E. on the date adjacent to the seal.

Signature must be verified on any electronic copies.



Digitally signed by
Christopher W
Heggen
Date: 2025.10.24
15:28:19 -04'00'

Christopher W. Heggen, P.E.
Florida Registration Number 58636

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. was retained to prepare a traffic study for the proposed redevelopment of the 1150 Innovation Center site located at 1150 Broken Sound Parkway NW within the Park at Broken Sound (formerly Arvida Park of Commerce (APOC)) in Boca Raton, Florida. The existing site includes 64,708 square feet of office use. For informational purposes, the site was previously approved for 153,236 square feet of office use and 287 dwelling units of multi family mid rise use. The previous TPS approval letter for the site is included in the Appendix.

The currently proposed program for development is the construction of the following uses:

- 71,624 square feet of Office/Flex Use
- 2,000 square feet of Retail Use
- 287 Dwelling Units of Multifamily Mid-Rise

This analysis indicates that the Test 1 and Test 2 standards defined in Article 12 of the Palm Beach County Unified Land Development Code (ULDC) and requirements of the City of Boca Raton Code of Ordinances are met.

Based upon the City of Boca Raton's driveway standards, both driveways are classified as Intermediate. A left turn lane is proposed to be constructed at the driveway on Broken Sound Parkway NW. A median opening is proposed to be constructed at the driveway on Broken Sound Boulevard.

Intersection analyses have been conducted for the following intersections:

- Broken Sound Boulevard & Broken Sound Parkway
- Broken Sound Boulevard & Clint Moore Road
- Project Driveway & Broken Sound Parkway
- Congress Avenue & Broken Sound Parkway
- Yamato Road & Broken Sound Boulevard

Synchro reports and volume development worksheets are included in the Appendix.

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INTRODUCTION

Kimley-Horn and Associates, Inc. was retained to prepare a traffic study for the proposed redevelopment of the site located at 1150 Broken Sound Parkway within the Park at Broken Sound (formerly Arvida Park of Commerce (APOC)) in Boca Raton, Florida. **Figure 1** illustrates the site location. The existing site includes 64,708 square feet of office use. Recently, the site has been approved for 153,236 square feet of office use and 287 dwelling units of multifamily mid-rise use.

The proposed development for the overall site includes the construction of the following uses:

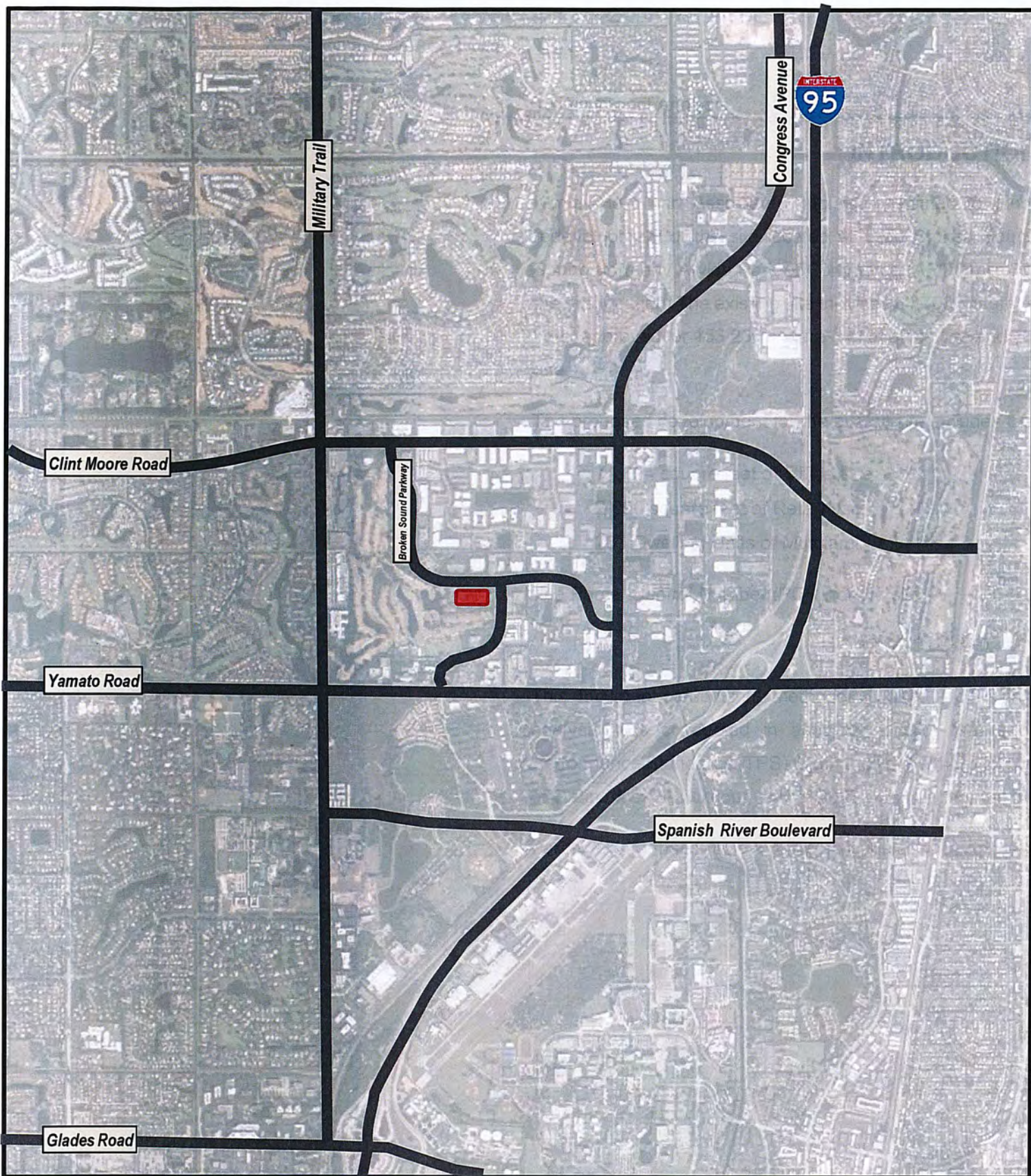
- 71,624 square feet of Office Use
- 2,000 square feet of Retail Use
- 287 Dwelling Units of Multifamily Mid-Rise

The Parcel Control Number (PCN) for the site is:

06-42-47-01-04-002-0000.

This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the Countywide Traffic Performance Standards (TPS) Ordinance of Palm Beach County and the City of Boca Raton Code of Ordinances. A buildout year of 2028 was used for the purposes of this analysis.

Parcel ID information and a site plan is included in **Appendix A** for reference.



LEGEND

 Site Location

FIGURE 1

1150 Innovation Center
KH # 14260000
Site Location

Kimley»Horn

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The site currently includes 64,708 square feet of office use. The proposed buildout includes the construction of 71,624 square feet of Office Use, 2,000 square feet of Retail Use, and 287 dwelling units of Multifamily Mid-Rise Use.

Trip Generation

The daily and peak hour traffic generation for the existing and proposed use was based on trip generation rates and equations published by the Palm Beach County Traffic Division. **Table 1** provides a summary of that calculation.

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour				
			Total	In	Out	Total	In	Out		
Approved Scenario										
General Office (10k-250k)	153.236 ksf	1,661	233	205	28	221	38	183		
Multifamily Mid-Rise	287 DU	1,303	106	24	82	112	68	44		
		Subtotal	2,964	339	229	110	333	106	227	
Internal Capture	% Daily	% AM	% PM							
General Office (10k-250k)	1.9%	0.9%	2.3%	32	2	2	0	5	2	3
Multifamily Mid-Rise	2.5%	1.9%	4.5%	32	2	0	2	5	3	2
		Subtotal	64	4	2	2	10	5	5	
Pass-By Capture										
General Office (10k-250k)	10.0%	163	23	20	3	22	4	18		
		Subtotal	163	23	20	3	22	4	18	
Driveway Volumes		2,900	335	227	108	323	101	222		
Net New External Trips		2,737	312	207	105	301	97	204		
Existing Scenario >5 Years										
General Office (10k-250k)	64.708 ksf	701	98	86	12	93	16	77		
		Subtotal	701	98	86	12	93	16	77	
Pass-By Capture										
General Office (10k-250k)	10.0%	70	10	9	1	9	2	7		
		Subtotal	70	10	9	1	9	2	7	
Driveway Volumes		701	98	86	12	93	16	77		
Net New External Trips		631	88	77	11	84	14	70		
110% Redevelopment Credit		694	97	85	12	92	15	77		
Proposed Scenario										
Multifamily Mid-Rise	287 DU	1,303	106	24	82	112	68	44		
Strip Retail Plaza (<40k)	2 ksf	109	5	3	2	13	7	6		
General Office (10k-250k)	71.624 ksf	776	109	96	13	103	18	85		
		Subtotal	2,188	220	123	97	228	93	135	
Internal Capture	% Daily	% AM	% PM							
Multifamily Mid-Rise	3.4%	2.8%	6.3%	44	3	0	3	7	4	3
Strip Retail Plaza (<40k)	9.8%	0.0%	10.2%	11	0	0	0	1	1	1
General Office (10k-250k)	5.8%	3.7%	4.9%	45	4	3	1	5	2	3
		Subtotal	100	7	3	4	13	7	7	
Pass-By Capture										
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0		
Strip Retail Plaza (<40k)	63.0%	62	4	2	2	7	4	3		
General Office (10k-250k)	10.0%	73	11	9	2	10	2	8		
		Subtotal	135	15	11	4	17	6	11	
Driveway Volumes		2,088	213	120	93	215	86	128		
Net New External Trips		1,953	198	109	89	198	80	117		
Proposed Net External Trips-Approved Net External Trips		-784	-114	-98	-16	-103	-17	-87		
Proposed Net New External Trips - Existing Net New External Trips		1,322	110	32	78	114	66	47		
Proposed Net New External Trips - Existing 110% Net New External Trips		1,259	101	24	77	106	65	40		
Radius of Development Influence:		2 miles								
Land Use	Daily	AM Peak Hour			PM Peak Hour			Pass By		
Multifamily Mid-Rise	4.54 trips/DU	0.37 trips/DU (23% in, 77% out)			0.39 trips/DU (61% in, 39% out)			0.0%		
Strip Retail Plaza (<40k)	54.45 trips/ksf	2.36 trips/ksf (60% in, 40% out)			6.59 trips/ksf (50% in, 50% out)			63.0%		
General Office (10k-250k)	10.84 trips/ksf	1.52 trips/ksf (88% in, 12% out)			1.44 trips/ksf (17% in, 83% out)			10.0%		

As indicated in **Table 1**, the proposed full site redevelopment is proposed to generate 1,953 external daily trips, 198 external AM peak hour trips (+109 inbound, +89 outbound), and 198 external PM peak hour trips (+80 inbound, +117 outbound). In comparison to the existing building on site, the net increase in traffic generation is calculated to be 1,322 net new external daily trips, 110 net new external AM peak hour trips (+32 inbound, +78 outbound), and 114 net new external PM peak hour trips (+66 inbound, +47 outbound).

For reference purposes, a comparison to the previously-approved plan of redevelopment has also been provided. As shown, the current plan results in a net decrease of 784 daily trips, 114 AM peak hour trips and 103 PM peak hour trips.

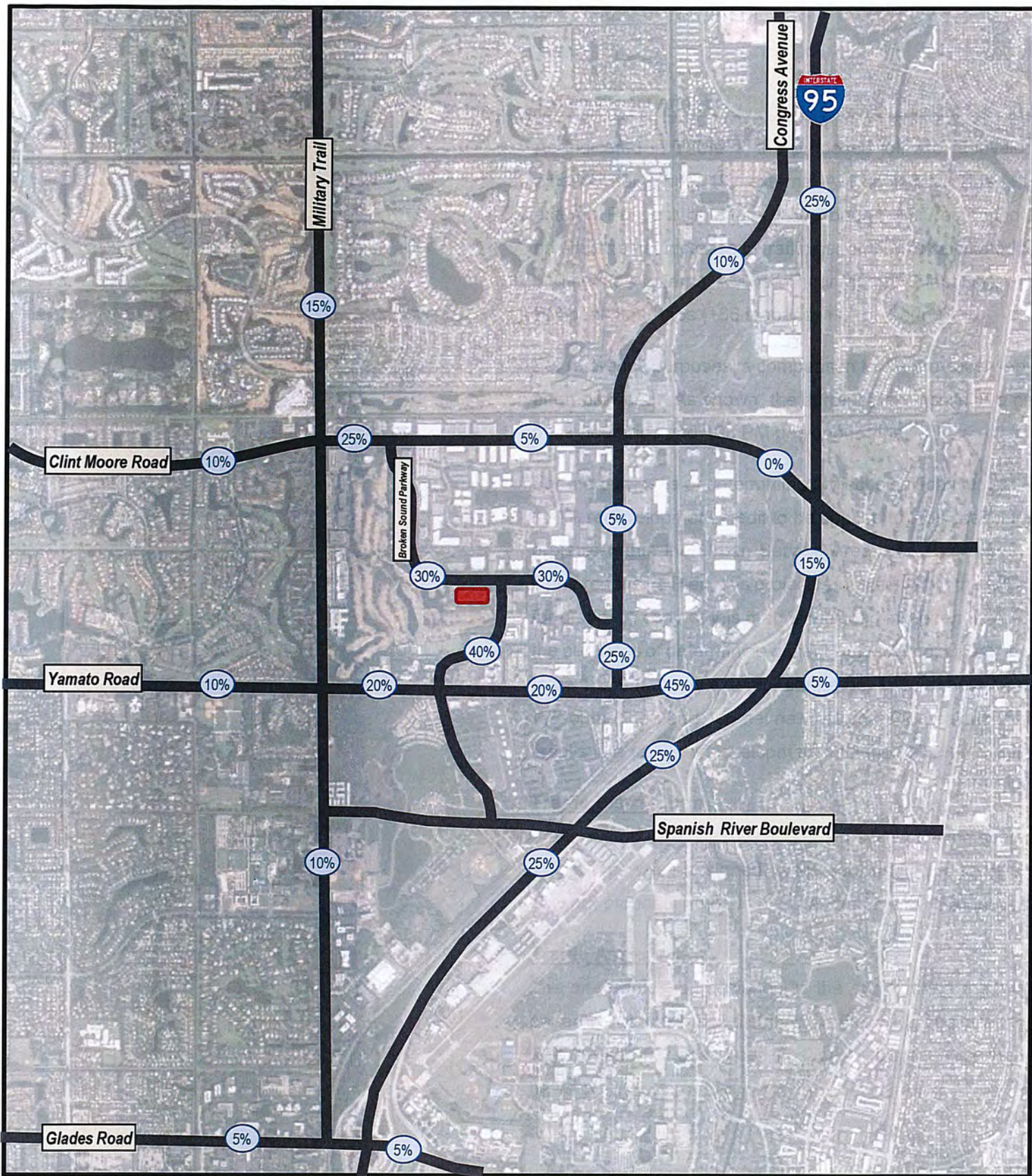
For the purposes of determining project significance, the Palm Beach County ULDC allows for a 110% redevelopment credit to be applied to trips associated with a building being demolished for projects within the Urban Service Area. As shown in Map LU 2.1 in the Palm Beach County Comprehensive Plan, this project is located within the Urban Service Area and is therefore eligible for credit. A copy of this map is included in Appendix A (Site Data) for reference. Therefore, for the purposes of determining project significance, the net increase in traffic generation is calculated to be 1,259 net new external daily trips, 101 net new external AM peak hour trips (+24 inbound, +77 outbound), and 106 net new external PM peak hour trips (+65 inbound, +40 outbound). This results in a radius of development influence (RDI) of 2 miles.

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon existing travel patterns and the traffic distribution. **Figure 2** illustrates the proposed roadway link assignment. The AM and PM peak hour trips for the project were then assigned to the surrounding roadway network.



LEGEND

- Site Location
- XX% Project Traffic %

FIGURE 2

1150 Innovation Center
KH # 14260000
Trip Assignment

ROADWAY IMPROVEMENTS

A review was conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. No roadway improvements are anticipated to be constructed on the nearby roadway network.

TEST 1 SIGNIFICANCE ANALYSIS

Peak hour peak directional project volumes were compared to each roadway link's adopted generalized service volume for Test 1 on Palm Beach County Thoroughfare Roadways within the two-mile radius of development influence. Note that the two roadways adjacent to the site (Broken Sound Parkway and Broken Sound Boulevard) are private roadways owned by the Property Owners' Association (POA) and are not on the County Thoroughfare Plan and are therefore not subject to Test 1 or Test 2 evaluations. However, as previously requested by the City for site plan review of the office redevelopment, a Test 1 analysis was also performed on the links of Broken Sound Parkway and Broken Sound Boulevard. Per Article 12 of the ULDC, any links on which the project traffic exceeds 1% of the adopted LOS D service volumes is considered significantly impacted. The roadway links projected to be significantly impacted during the AM peak hour are summarized in **Table 2**, and those that are impacted during the PM peak hour are summarized in **Table 3**. **Table 4** and **Table 5** summarizes the significance test for Broken Sound Parkway and Broken Sound Boulevard during the AM and PM peak hours respectively.

As indicated in the following Tables, the following links are significantly impacted by the project traffic during the AM peak hour and PM peak hour.

- Broken Sound Parkway – From Clint Moore Road to Driveway 1 (AM Peak Hour SB, PM Peak Hour NB)
- Broken Sound Parkway – From Driveway 1 to Broken Sound Boulevard (AM Peak Hour EB, PM Peak Hour)
- Broken Sound Parkway – From Broken Sound Boulevard to Congress Avenue (AM Peak Hour EB, PM Peak Hour WB)
- Broken Sound Parkway – From Broken Sound Boulevard to Congress Avenue (AM Peak Hour, PM Peak Hour)
- Broken Sound Boulevard – From Yamato Road to Broken Sound Parkway (AM Peak Hour SB, PM Peak Hour)

Therefore, further Test 1 capacity analysis is required.

Table 2: Test 1 AM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							TRIPS		AM PEAK HOUR			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Potomac Road	Andrews Boulevard	Military Trail	4L	1,860	0%	i	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	Military Trail	I-95	4LD	3,530	0%	i	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	I-95	Airport Road	4LD	1,960	0%	o	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	Airport Road	NW 8th Avenue	4LD	3,220	0%	o	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	NW 8th Avenue	NW 2nd Avenue	4LD	1,770	0%	o	0	0	0.00%	No	0.00%	No
Yamato Road	Jog Road	St Andrews Boulevard	6LD	2,940	5%	i	2	4	0.07%	No	0.14%	No
Yamato Road	St Andrews Boulevard	Military Trail	6LD	2,940	10%	i	3	8	0.10%	No	0.27%	No
Yamato Road	Military Trail	Broken Sound Boulevard	8LD	3,590	20%	i	6	16	0.17%	No	0.45%	No
Yamato Road	Broken Sound Boulevard	Congress Avenue	8LD	3,590	20%	o	16	6	0.45%	No	0.17%	No
Yamato Road	Congress Avenue	I-95	8LD	3,590	45%	o	35	14	0.97%	No	0.39%	No
Yamato Road	I-95	NW 2nd Avenue	6LD	2,680	0%	o	0	0	0.00%	No	0.00%	No
Yamato Road	NW 2nd Avenue	Dade Highway	6LD	2,680	0%	o	0	0	0.00%	No	0.00%	No
Clint Moore Road	Jog Road	Military Trail	4LD	1,770	10%	i	3	8	0.17%	No	0.45%	No
Clint Moore Road	Military Trail	Congress Avenue	6LD	2,680	25%	i	8	20	0.30%	No	0.75%	No
Clint Moore Road	Congress Avenue	I-95	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
Jeffery Street	I-95	NW 2nd Avenue	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
St. Andrews Boulevard	Potomac Road	Yamato Road	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Glades Road	Potomac Road	6LD	2,680	10%	i	3	8	0.11%	No	0.30%	No
Military Trail	Potomac Road	NW 40th Street	6LD	2,680	10%	i	3	8	0.11%	No	0.30%	No
Military Trail	NW 40th Street	Yamato Road	6LD	2,680	10%	i	3	8	0.11%	No	0.30%	No
Military Trail	Yamato Road	Clint Moore Road	6LD	2,940	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Clint Moore Road	Linton Boulevard	6LD	2,680	15%	o	12	5	0.45%	No	0.19%	No
Congress Avenue	Yamato Road	Park of Commerce Boulevard	6LD	2,680	25%	i	8	20	0.30%	No	0.75%	No
Congress Avenue	Park of Commerce Boulevard	Clint Moore Road	6LD	2,680	5%	o	4	2	0.15%	No	0.07%	No
Congress Avenue	Clint Moore Road	Peninsula Corp Drive	6LD	2,680	10%	o	8	3	0.30%	No	0.11%	No
Congress Avenue	Peninsula Corp Drive	Linton Boulevard	6LD	2,940	0%	o	0	0	0.00%	No	0.00%	No
I-95	Glades Road	Yamato Road	8LX	7,420	30%	i	10	23	0.13%	No	0.31%	No
I-95	Yamato Road	Linton Boulevard	8LX	7,420	25%	o	20	8	0.27%	No	0.11%	No
NW 2nd Avenue	NE 20th Street	NW 40th Street	5L	1,770	0%	i	0	0	0.00%	No	0.00%	No
NW 2nd Avenue	NW 40th Street	Yamato Road	4L	1,860	0%	i	0	0	0.00%	No	0.00%	No
NW 2nd Avenue	Yamato Road	Jeffery Street	2L	880	0%	o	0	0	0.00%	No	0.00%	No

Table 3: Test 1 PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							TRIPS		PM PEAK HOUR			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Potomac Road	Andrews Boulevard	Military Trail	4L	1,860	0%	i	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	Military Trail	I-95	4LD	3,530	0%	i	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	I-95	Airport Road	4LD	1,960	0%	o	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	Airport Road	NW 8th Avenue	4LD	3,220	0%	o	0	0	0.00%	No	0.00%	No
Spanish River Boulevard	NW 8th Avenue	NW 2nd Avenue	4LD	1,770	0%	o	0	0	0.00%	No	0.00%	No
Yamato Road	Jog Road	St. Andrews Boulevard	6LD	2,940	5%	i	3	2	0.10%	No	0.07%	No
Yamato Road	St. Andrews Boulevard	Military Trail	6LD	2,940	10%	i	7	5	0.24%	No	0.17%	No
Yamato Road	Military Trail	Broken Sound Boulevard	8LD	3,590	20%	i	13	9	0.36%	No	0.25%	No
Yamato Road	Broken Sound Boulevard	Congress Avenue	8LD	3,590	20%	o	9	13	0.25%	No	0.36%	No
Yamato Road	Congress Avenue	I-95	8LD	3,590	45%	o	21	30	0.58%	No	0.84%	No
Yamato Road	I-95	NW 2nd Avenue	8LD	2,680	0%	o	0	0	0.00%	No	0.00%	No
Yamato Road	NW 2nd Avenue	Dixie Highway	6LD	2,680	0%	o	0	0	0.00%	No	0.00%	No
Clint Moore Road	Jog Road	Military Trail	4LD	1,770	10%	i	7	5	0.40%	No	0.28%	No
Clint Moore Road	Military Trail	Congress Avenue	6LD	2,680	25%	i	17	12	0.63%	No	0.45%	No
Clint Moore Road	Congress Avenue	I-95	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
Jeffery Street	I-95	NW 2nd Avenue	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
St. Andrews Boulevard	Potomac Road	Yamato Road	4L	1,860	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Glades Road	Potomac Road	6LD	2,680	10%	i	7	5	0.26%	No	0.19%	No
Military Trail	Potomac Road	NW 40th Street	6LD	2,680	10%	i	7	5	0.26%	No	0.19%	No
Military Trail	NW 40th Street	Yamato Road	6LD	2,680	10%	i	7	5	0.26%	No	0.19%	No
Military Trail	Yamato Road	Clint Moore Road	6LD	2,940	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Clint Moore Road	Linton Boulevard	6LD	2,680	15%	o	7	10	0.26%	No	0.37%	No
Congress Avenue	Yamato Road	Park of Commerce Boulevard	6LD	2,680	25%	i	17	12	0.63%	No	0.45%	No
Congress Avenue	Park of Commerce Boulevard	Clint Moore Road	6LD	2,680	5%	o	2	3	0.07%	No	0.11%	No
Congress Avenue	Clint Moore Road	Peninsula Corp Drive	6LD	2,680	10%	o	5	7	0.19%	No	0.26%	No
Congress Avenue	Peninsula Corp Drive	Linton Boulevard	6LD	2,940	0%	o	0	0	0.00%	No	0.00%	No
I-95	Glades Road	Yamato Road	8LX	7,420	30%	i	20	14	0.27%	No	0.19%	No
I-95	Yamato Road	Linton Boulevard	8LX	7,420	25%	o	12	17	0.16%	No	0.23%	No
NW 2nd Avenue	NE 20th Street	NW 40th Street	5L	1,770	0%	i	0	0	0.00%	No	0.00%	No
NW 2nd Avenue	NW 40th Street	Yamato Road	4L	1,860	0%	i	0	0	0.00%	No	0.00%	No
NW 2nd Avenue	Yamato Road	Jeffery Street	2L	880	0%	o	0	0	0.00%	No	0.00%	No

Table 4: Test 1 AM Peak Hour Significance Analysis for Private Roadways

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							TRIPS		AM PEAK HOUR			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Broken Sound Parkway	Clint Moore Road	Driveway 1	4LD	1,770	30%	i	10	23	0.56%	No	1.30%	Yes
Broken Sound Parkway	Driveway 1	Broken Sound Boulevard	4LD	1,770	30%	o	23	10	1.30%	Yes	0.56%	No
Broken Sound Parkway	Broken Sound Boulevard	Congress Avenue	4LD	1,770	30%	o	23	10	1.30%	Yes	0.56%	No
Broken Sound Boulevard	Spanish River Boulevard	Yamato Road	2L	810	0%	i	0	0	0.00%	No	0.00%	No
Broken Sound Boulevard	Yamato Road	Broken Sound Parkway	4LD	1,770	40%	i	13	31	0.73%	No	1.75%	Yes

Table 5: Test 1 PM Peak Hour Significance Analysis for Private Roadways

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							TRIPS		PM PEAK HOUR			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Broken Sound Parkway	Clint Moore Road	Driveway 1	4LD	1,770	30%	i	20	14	1.13%	Yes	0.79%	No
Broken Sound Parkway	Driveway 1	Broken Sound Boulevard	4LD	1,770	30%	o	14	20	0.79%	No	1.13%	Yes
Broken Sound Parkway	Broken Sound Boulevard	Congress Avenue	4LD	1,770	30%	o	14	20	0.79%	No	1.13%	Yes
Broken Sound Boulevard	Spanish River Boulevard	Yamato Road	2L	810	0%	i	0	0	0.00%	No	0.00%	No
Broken Sound Boulevard	Yamato Road	Broken Sound Parkway	4LD	1,770	40%	i	27	19	1.53%	Yes	1.07%	Yes

Capacity Analysis

The future traffic volumes on the significantly impacted roadway segment was analyzed in comparison to its LOS D adopted service volume. **Table 6** and **Table 7** detail these calculations for the AM and PM peak hours, respectively. As seen in the tables the significantly impacted roadway links are projected to operate acceptably during the AM and PM peak hours through 2028.

Table 6: Test 1 Capacity Analysis (AM Peak Hour)

Roadway	From	To	Committed		LOS D Service Volume	Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2028 Total Traffic	Meets Standard ??	Back-ground Def. ??
			Lanes	Facility Type						Committed Traffic (from TPS)	1.0% Traffic Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth					
Broken Sound Parkway*	Clint Moore Road	Driveway 1	4LD	Class II	1,770	NB/EB	No	2025	108	-	-	-	-	-	-	-	-	-	-	-
			4LD	Class II	1,770	SB/WB	Yes	2025	489	-	15	-	-	1.00%	15	15	10	514	Yes	-
Broken Sound Parkway**	Driveway 1	Broken Sound Boulevard	4LD	Class II	1,770	NB/EB	Yes	2025	235	-	7	-	-	1.00%	7	7	23	265	Yes	-
			4LD	Class II	1,770	SB/WB	No	2025	374	-	-	-	-	-	-	-	-	-	-	-
Broken Sound Parkway**	Broken Sound Boulevard	Congress Avenue	4LD	Class II	1,770	NB/EB	Yes	2025	289	-	9	-	-	1.00%	9	9	23	321	Yes	-
			4LD	Class II	1,770	SB/WB	No	2025	197	-	-	-	-	-	-	-	-	-	-	-
Broken Sound Boulevard***	Yamato Road	Broken Sound Parkway	4LD	Class II	1,770	NB/EB	No	2025	510	-	-	-	-	-	-	-	-	-	-	-
			4LD	Class II	1,770	SB/WB	Yes	2025	180	-	5	-	-	1.00%	5	5	13	198	Yes	-

*Volumes taken from Broken Sound Parkway & Clint Moore Road Turning Movement Counts Turning Movement Counts. Located in Appendix

**Volumes taken from Broken Sound Parkway & Broken Sound Boulevard Turning Movement Counts. Located in Appendix

***Volumes taken from Broken Sound Boulevard & Yamato Road Turning Movement Counts. Located in Appendix

Table 7: Test 1 Capacity Analysis (PM Peak Hour)

Roadway	From	To	Committed		LOS D Service Volume	Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2028 Total Traffic	Meets Standard ??	Back-ground Def. ??
			Lanes	Facility Type						Committed Traffic (from TPS)	1.0% Traffic Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth					
Broken Sound Parkway*	Clint Moore Road	Driveway 1	4LD	Class II	1,770	NB/EB	Yes	2023	474	-	24	-	-	1.00%	24	24	20	518	Yes	-
			4LD	Class II	1,770	SB/WB	No	2023	147	-	-	-	-	-	-	-	-	-	-	-
Broken Sound Parkway**	Driveway 1	Broken Sound Boulevard	4LD	Class II	1,770	NB/EB	No	2023	360	-	-	-	-	-	-	-	-	-	-	-
			4LD	Class II	1,770	SB/WB	Yes	2023	252	-	13	-	-	1.00%	13	13	20	285	Yes	-
Broken Sound Parkway**	Broken Sound Boulevard	Congress Avenue	4LD	Class II	1,770	NB/EB	No	2023	194	-	-	-	-	-	-	-	-	-	-	-
			4LD	Class II	1,770	SB/WB	Yes	2023	250	-	13	-	-	1.00%	13	13	20	283	Yes	-
Broken Sound Boulevard***	Yamato Road	Broken Sound Parkway	4LD	Class II	1,770	NB/EB	Yes	2023	221	-	11	-	-	1.00%	11	11	27	259	Yes	-
			4LD	Class II	1,770	SB/WB	Yes	2023	454	-	23	-	-	1.00%	23	23	19	496	Yes	-

*Volumes taken from Broken Sound Parkway & Clint Moore Road Turning Movement Counts Turning Movement Counts. Located in Appendix

**Volumes taken from Broken Sound Parkway & Broken Sound Boulevard Turning Movement Counts. Located in Appendix

***Volumes taken from Broken Sound Boulevard & Yamato Road Turning Movement Counts. Located in Appendix

TEST 1 INTERSECTION ANALYSIS

Based upon the analyses undertaken, some roadway segments were significantly impacted during the AM and PM peak hour conditions and require further analysis. Intersection analyses are also required at the first significantly impacted major intersection in either direction from the site access point.

Intersections were analyzed using the Critical Sum (CMA) planning methodology as outlined in the 1985 Highway Capacity Manual (HCM) and using *Synchro 12*. The following intersections are the nearest major significantly impacted intersections that were analyzed using the CMA methodology:

- Broken Sound Parkway & Congress Avenue
- Yamato Road & Broken Sound Boulevard
- Clint Moore Road & Broken Sound Parkway

Broken Sound Parkway & Congress Avenue

The critical movement analysis shows that the critical sum for the intersection of Broken Sound Parkway & Congress Avenue will be less than the maximum threshold of 1,400 vehicles per hour per lane with the current lane configuration during the AM and PM peak hours. Therefore, this intersection is expected to meet the Test 1 Part 1 standards through 2028 with the current lane configuration.

Yamato Road & Broken Sound Boulevard

The critical movement analysis shows that the critical sum for the intersection of Yamato Road & Broken Sound Boulevard will be less than the maximum threshold of 1,400 vehicles per hour per lane with the current lane configuration during the AM and PM peak hours. Therefore, this intersection is expected to meet the Test 1 Part 1 standards through 2028 with the current lane configuration.

Clint Moore Road & Broken Sound Parkway

The critical movement analysis shows that the critical sum for the intersection of Clint Moore Road & Broken Sound Parkway will be less than the maximum threshold of 1,400 vehicles per hour per lane with the current lane configuration during the AM and PM peak hours. Therefore, this intersection is expected to meet the Test 1 Part 1 standards through 2028 with the current lane configuration.

Table 8 is the critical movement summary for all intersections. The critical movement analyses for the intersections are included in **Appendix D**.

Table 8: Critical Movement Summary

Intersection	Geometry	Critical Sum: AM Peak	Critical Sum: PM Peak
Broken Sound Parkway & Congress Avenue	Existing Geometry- With Project Traffic	757	959
Yamato Road & Broken Sound Boulevard	Existing Geometry- With Project Traffic	722	1,031
Clint Moore Road & Broken Sound Parkway	Existing Geometry- With Project Traffic	1,162	1,195

Intersection Operational Analysis

Operational conditions at the following intersections were analyzed using *Synchro 12* software and the *HCM 2000/HCM 7th* Edition methodology to determine the delay and LOS for each of the analyzed movements:

- Broken Sound Boulevard & Broken Sound Parkway
- Broken Sound Boulevard & Clint Moore Road
- Project Driveway & Broken Sound Parkway
- Congress Avenue & Broken Sound Parkway
- Yamato Road & Broken Sound Boulevard

Traffic volumes at the studied intersections were analyzed during three distinct scenarios: Existing Conditions, Future Background (2028), and Future Total Conditions (2028).

Existing Conditions: This analysis scenario provides a baseline evaluation of current conditions, based upon traffic volume data collected at the study intersections.

Future Background Conditions (2028): This analysis scenario includes the baseline traffic volumes adjusted to future year conditions without the project by applying an annually compounding background growth rate.

Future Total Conditions (2028): This analysis scenario uses the Future Background (2028) volumes as a baseline and adds new project traffic generated by site redevelopment. The future total (2028) volumes assume an estimated fully build out condition in year 2028.

Synchro summaries for Existing Conditions, Future Background (2028), and Future Total (2028) are shown in **Table 9**, **Table 10**, and **Table 11** respectively.

Data Collection

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) at intersections within the study area. The counts occurred on the following dates:

- Thursday, March 20, 2025
- Wednesday, September 03, 2025

Table 9: Existing Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Broken Sound Parkway & Broken Sound Boulevard	AWSC	EB	10.8	B	14.8	B
			WB	11.0	B	13.7	B
			NB	13.6	B	13.5	B
			SB	-	-	-	-
			Overall	-	-	-	-
2	Clint Moore Road & Broken Sound Parkway	Signalized	EB	16.3	B	18.2	B
			WB	12.6	B	21.9	C
			NB	86.2	F	81.7	F
			SB	82.6	F	83.0	F
			Overall	18.5	B	30.1	C
3	Yamato Road & Broken Sound Boulevard	Signalized	EB	26.2	C	31.8	C
			WB	24.0	C	37.1	D
			NB	70.4	E	74.7	E
			SB	81.2	F	98.6	F
			Overall	31.7	C	46.4	D
4	Broken Sound Parkway & Driveway 1	TWSC	EB	-	-	-	-
			WB	7.9	A	8.1	A
			NBL	13.3	B	13.1	B
			NBR	9.1	A	9.7	A
			Overall	-	-	-	-
5	Congress Avenue & Broken Sound Parkway	Signalized	EB	82.3	F	81.7	F
			WB	86.0	F	84.4	F
			NB	9.3	A	14.2	B
			SB	10.9	B	18.3	B
			Overall	20.5	C	33.1	C

Table 10: Future Background Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Broken Sound Parkway & Broken Sound Boulevard	AWSC	EB	12.0	B	18.0	C
			WB	12.2	B	18.2	C
			NB	15.0	C	14.5	B
			SB	-	-	-	-
			Overall	-	-	-	-
2	Clint Moore Road & Broken Sound Parkway	Signalized	EB	37.2	D	21.1	C
			WB	26.4	C	24.6	C
			NB	86.2	F	81.3	F
			SB	79.8	E	83.0	F
			Overall	38.6	D	31.3	C
3	Yamato Road & Broken Sound Boulevard	Signalized	EB	25.6	C	33.2	C
			WB	24.7	C	41.4	D
			NB	71.6	E	75.6	E
			SB	86.7	F	101.6	F
			Overall	31.2	C	48.0	D
4	Broken Sound Parkway & Driveway 1	TWSC	EB	-	-	-	-
			WB	8.0	A	8.2	A
			NBL	13.9	B	13.7	B
			NBR	9.2	A	9.8	A
			Overall	-	-	-	-
5	Congress Avenue & Broken Sound Parkway	Signalized	EB	82.3	F	81.9	F
			WB	86.1	F	84.5	F
			NB	10.7	B	16.8	B
			SB	12.7	B	22.1	C
			Overall	20.5	C	32.9	C

Table 11: Future Total Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Broken Sound Parkway & Broken Sound Boulevard	AWSC	EB	12.5	B	19.0	C
			WB	12.6	B	19.4	C
			NB	15.5	C	14.9	B
			SB	-	-	-	-
			Overall	-	-	-	-
2	Clint Moore Road & Broken Sound Parkway	Signalized	EB	37.2	D	21.7	C
			WB	26.1	C	25.1	C
			NB	83.4	F	80.9	F
			SB	93.7	F	83.0	F
			Overall	39.0	D	31.8	C
3	Yamato Road & Broken Sound Boulevard	Signalized	EB	27.2	C	34.3	C
			WB	26.8	C	42.7	D
			NB	69.9	E	75.3	E
			SB	83.7	F	101.3	F
			Overall	32.9	C	49.1	D
4	Broken Sound Parkway & Driveway 1	TWSC	EB	-	-	-	-
			WB	8.2	A	8.4	A
			NBL	16.7	C	16.2	C
			NBR	9.5	A	10.3	B
			Overall	-	-	-	-
5	Congress Avenue & Broken Sound Parkway	Signalized	EB	81.9	F	84.3	F
			WB	86.1	F	84.5	F
			NB	11.0	B	17.4	B
			SB	13.3	B	23.6	C
			Overall	21.3	C	34.1	C

TEST 2 ANALYSIS

As shown previously, the following road segments were determined to be significantly impacted under Test 1 standards by the project traffic during the AM peak hour and PM peak hour.

- Broken Sound Parkway – From Clint Moore Road to Driveway 1 (AM Peak Hour SB, PM Peak Hour NB)
- Broken Sound Parkway – From Driveway 1 to Broken Sound Boulevard (AM Peak Hour EB, PM Peak Hour)
- Broken Sound Parkway – From Broken Sound Boulevard to Congress Avenue (AM Peak Hour EB, PM Peak Hour WB)
- Broken Sound Parkway – From Broken Sound Boulevard to Congress Avenue (AM Peak Hour, PM Peak Hour)
- Broken Sound Boulevard – From Yamato Road to Broken Sound Parkway (AM Peak Hour SB, PM Peak Hour)

During both peak hours, the project traffic volume assigned to each link comprises less than 3% of the LOS D service volume for each segment. Therefore, no segments would be impacted under the Test 2 standards, which applies to the 3% of the LOS E service volume. Therefore, no detailed Test 2 analyses were undertaken.

DRIVEWAY CLASSIFICATION

Access to the site is provided via two existing driveways:

- Driveway #1: Full-access driveway on Broken Sound Parkway
- Driveway #2: Left-in/Right-in/Right-out driveway on Broken Sound Boulevard

According to the City of Boca Raton Code of Ordinances, driveways are classified as minor, intermediate, or major according to the following criteria:

- Minor - Services a maximum two-way hourly volume of 50 vehicles.
- Intermediate – Services a maximum two-way hourly volume of 200 vehicles.
- Major – Services a maximum two-way hourly volume of 500 vehicles.

Using these criteria, the driveways are classified as follows:

- Driveway #1 (Broken Sound Parkway): Intermediate
- Driveway #2 (Broken Sound Boulevard): Intermediate

The requirements listed in Table 23B. Suburban Driveway Standards in section 23-190 of the *City of Boca Raton Code of Ordinances* contain the design standards for each classification of driveway as defined in the city code.

Driveway # 1,2 (Broken Sound Parkway, Broken Sound Boulevard): Intermediate Driveway Requirements

Broken Sound Parkway is classified as an Intermediate driveway. **Table 12** summarizes the City's Suburban design requirements for an intermediate driveway.

Table 12: Intermediate Driveway Requirements

Design Parameter	Required	Provided Driveway 1	Provided Driveway 2
Ingress Lane	One 14'	One 18'	One 14'
Egress Lanes	Two 12'	Two 12'	Two 12'
Median	4'	12'	4'
Reservoir Length	50'	165'	38.7'
Radius of Return	20'	25'	25'

As shown in **Table 12**, all parameters have been met except for the reservoir length for Driveway #2. Therefore, a technical deviation is required for this parameter.

Technical Deviation: Driveway 2: Reservoir Length (38.7 feet provided instead of 50')

A technical deviation is requested to provide 38.7 feet of reservoir length, in comparison to the City's intermediate driveway standard of 50 feet. The City of Boca Raton requires that the technical deviation meet the following criteria:

a) The technical deviation will not diminish the site's vehicular or pedestrian operation. If applicable, operational analyses shall be performed.

The 38.7-foot reservoir length is not anticipated to diminish the site's vehicular operations. Based upon the volumes on Broken Sound Boulevard NW being significantly below the capacity for the roadway, vehicles exiting the site encounter relative low amounts of delay in finding gaps in traffic to exit the site. Therefore, a lower reservoir length is needed because the queues are anticipated to be lower for this movement.

b) The technical deviation results in preferable environmental impacts or traffic circulation design.

By providing a shorter queue storage area, the driveway length will be reduced, which reduces the amount of impervious driveway area. Additional pavement length would be less preferable from an environmental standpoint because it would increase the amount of impervious area covered by driveway pavement.

c) The technical deviation is the minimum necessary for the petitioner to make reasonable use of the property.

This request only seeks to reduce the outbound laneage by less than one vehicle length, and therefore is the minimum reduction that could be requested without meeting the standard.

d) The technical deviation is not detrimental to the public welfare, or injurious to property or improvements in the surrounding area or neighborhood.

As the operational analysis has shown, the technical deviation does not result in excessive driver delay and exiting queues will all be contained within the site; therefore, any impacts will be limited within the site and are therefore not anticipated to affect the surrounding area or neighborhood.

e) Special and unique conditions exist, which are not directly attributable to the actions of the applicant.

This connection is to a private roadway, not a public right-of-way and therefore direct application of standards that apply within a public right-of-way may not be necessary on a private right-of-way.

Broken Sound Boulevard & Broken Sound Parkway Signal Analysis

As requested by the City of Boca Raton, Kimley-Horn and Associates undertook a review of the intersection of Broken Sound Parkway & Broken Sound Boulevard to determine the volume-based signal warrant criteria defined in the Manual on Uniform Traffic Control Devices (MUTCD) are anticipated to be met. For the signal warrant analysis, turning movement counts at the intersection was collected for 12 consecutive hours (6:00AM – 6:00PM) on September 03, 2025. Committed and project traffic were then added to the existing volumes to determine if Warrant 1A and 1B criteria were met.

This intersection is a three-legged intersection with a two-lane approach on all sides. Broken Sound Parkway (east and west legs of the intersection) was considered as the major street, and Broken Sound Boulevard (south leg of the intersection) was considered as the minor approach. In order to satisfy Warrant 1A and 1B, the defined volume thresholds for these warrants need to be met for a minimum of eight hours. The analysis shows that signal warrant criteria for Warrant 1A was met for one (1) hour, and signal warrant criteria for Warrant 1B was met for zero (0) hours). Based upon this analysis, a signal is not expected to be warranted at the intersection.

The committed development and summary worksheets are included in Appendix F.

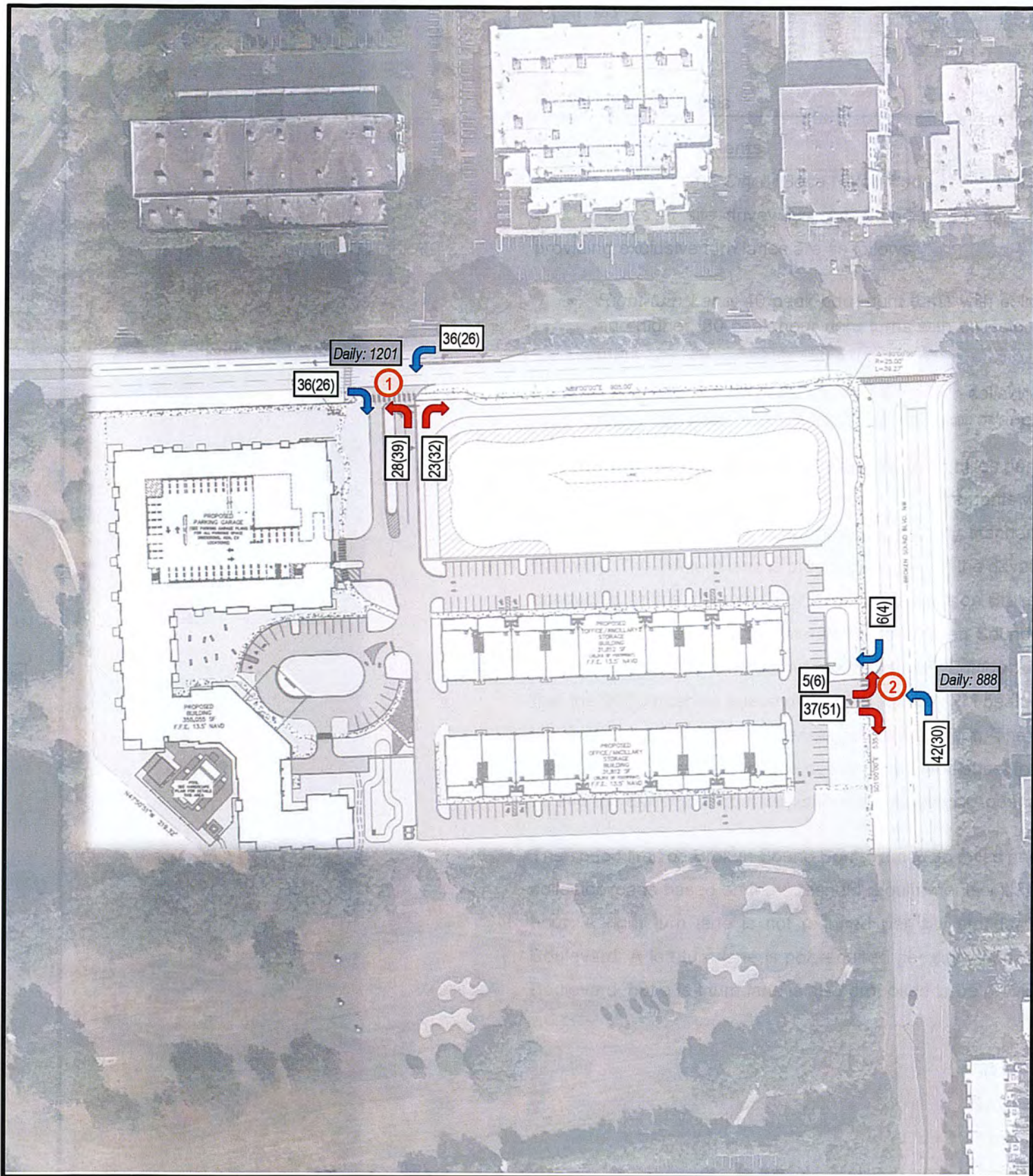
Turn Lane Requirements

Section 23-190 of the *City of Boca Raton Code of Ordinances* provides guidance on the provision of turn lanes at site driveways. According to the City standards, the volume thresholds for providing exclusive turn lanes are as follows:

- *Right-turn Lane:* 40 peak hour right turns with collector or arterial speed limit of 40 mph and higher, 80 peak hour right turns with collector or arterial speed limit of less than 40 mph.
- *Left-turn Lane:* 30 peak hour left turns with collector or arterial speed limit of 40 mph and higher, 60 peak hour left turns with collector or arterial speed limit of less than 40 mph.

The speed limit on Broken Sound Parkway is 35 miles per hour; therefore, the city standards on collector roads are based on the threshold requirements with a speed limit of less than 40 miles per hour. A left turn lane is not required per city standards at Driveway #1 on Broken Sound Parkway. This left turn lane is proposed as part of the development. A queue length analysis was conducted at this driveway. For through volumes on Broken Sound Parkway, the approach and departure volumes from the intersection of Broken Sound Boulevard & Broken Sound Parkway were utilized. *Synchro 12* software with *HCM 7th Edition* output was used. The analysis indicated that the 95th percentile queue during the AM and PM peak hour for this movement is one vehicle, which translates to a 95th percentile queue of 25 feet. The site plan shows that a queue length of 145 feet is proposed. A volume development worksheet for this driveway is included in Appendix D, and the Synchro output worksheet is included in Appendix E.

The speed limit on Broken Sound Boulevard is 35 miles per hour, therefore, the city standards on collector roads based on the threshold requirements with a speed limit of less than 40 miles per hour. A right turn lane is not required per city standards at Driveway #2 on Broken Sound Boulevard. A left turn lane is not required per city standards at Driveway # 2 on Broken Sound Boulevard, but a left turn lane is also proposed to be provided at this driveway.



LEGEND

- Site Location
- ↗ XX (XX) AM Inbound (PM Inbound)
- ↘ XX (XX) AM Outbound (PM Outbound)

FIGURE 3
1150 Innovation Center
KH # 14260000
Driveway Volumes

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A TDM plan was prepared for the application for the 1150 Innovation Center office redevelopment plan. The TDM measures identified in that plan are aimed at helping to reduce single-occupant vehicular trips to and from the site, which in turn will help to reduce the parking demands at the site. Furthermore, adoption of a TDM plan was required as a result of the proposed increase in maximum height from 85 feet to 100 feet.

Some of the TDM measures proposed to be provided in conjunction with the office development included:

- Shuttle contribution. This site will provide a contribution toward the Park at Broken Sound shuttle that circulates within the Park at Broken Sound and connects the Park to the Boca Raton Tri-Rail station.
- Shuttle stop & shelter. A shuttle stop is currently provided on the west side of the site driveway on Broken Sound Parkway. Currently, this stop has no amenities and only consists of a sign identifying this as a shuttle stop location. In conjunction with site redevelopment, this is proposed to be upgraded with a shelter and bench, providing a significant upgrade in comparison to existing conditions.
- Bicycle parking. The site includes short-term bicycle parking between the garage and building, as well as covered, secured long-term bicycle parking within the garage.

CONCLUSION

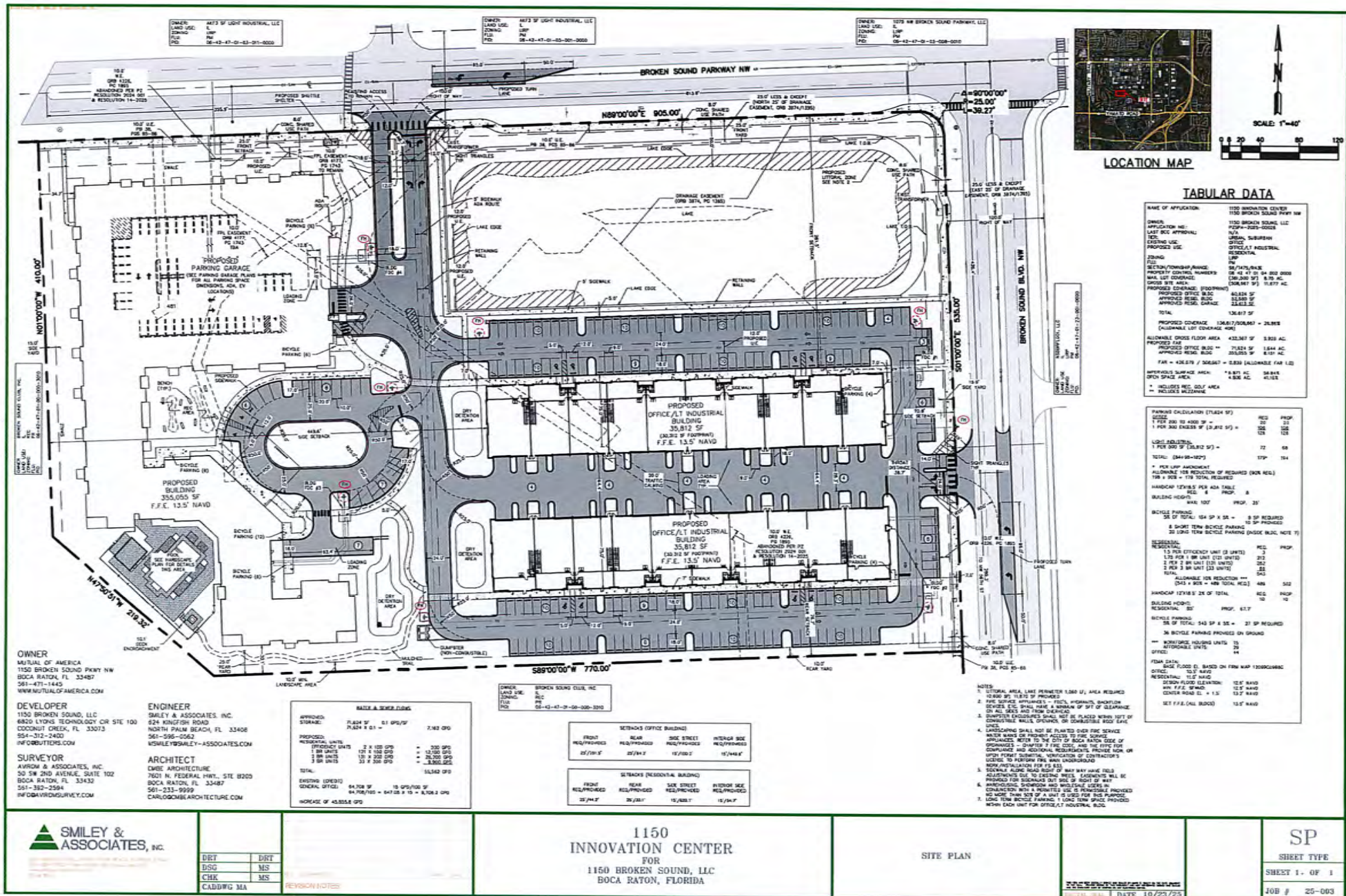
This study evaluated overall traffic impacts resulting from the proposed development of the site located at 1150 Broken Sound Parkway NW in accordance with the traffic analysis requirements of Article 12 of the Palm Beach County Unified Land Development Code and the City of Boca Raton's Code of Ordinances. The site location is 1150 Broken Sound Parkway NW in the Park at Broken Sound (formerly Arvida Park of Commerce (APOC)) in Boca Raton, Florida. The site recently received approval for the construction of 153,236 square feet of office use and 287 dwelling units of multifamily mid-rise use. The new proposed program of redevelopment would include 71,624 square feet of office use, 2,000 square feet of retail use and 287 dwelling units of multifamily mid-rise.

This analysis indicates that the Test 1 and Test 2 standards defined in Article 12 of the Palm Beach County Unified Land Development Code (ULDC) are met for the analyzed links. Additionally, intersection operational analyses have been conducted at the following intersections:

- Broken Sound Boulevard & Broken Sound Parkway
- Broken Sound Boulevard & Clint Moore Road
- Project Driveway 1 & Broken Sound Parkway
- Congress Avenue & Broken Sound Parkway
- Yamato Road & Broken Sound Boulevard

Per Boca Raton Driveway Standards, both driveways are classified as Intermediate. No exclusive turn lanes are required under City Code; however, left turn lanes are proposed to be constructed at both site driveways.

APPENDIX A: SITE PLAN/PARCEL DATA/TPS LETTER



Property Detail

Location Address : 1150 NW BROKEN SOUND PKWY
Municipality : BOCA RATON
Parcel Control Number : 06-42-47-01-04-002-0000
Subdivision : ARVIDA PARK OF COMMERCE PLAT 3
Official Records Book/Page : 34429 / 1094
Sale Date : 06/29/2023
Legal Description : ARVIDA PARK OF COMMERCE PLAT 3PARCEL B

Owner Information**Owner(s)**

1150 BROKEN SOUND LLC

Mailing Address

320 PARK AVE
 NEW YORK NY 10022 6815

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
06/29/2023	\$10	34429 / 01094	WARRANTY DEED	1150 BROKEN SOUND LLC
05/01/1987	\$7,500,000	05280 / 00602	WARRANTY DEED	MUTUAL OF AMERICA LIFE INS CO
09/01/1982	\$1,752,000	03794 / 01030	WARRANTY DEED	

Exemption Information

No Exemption Information Available.

Property Information

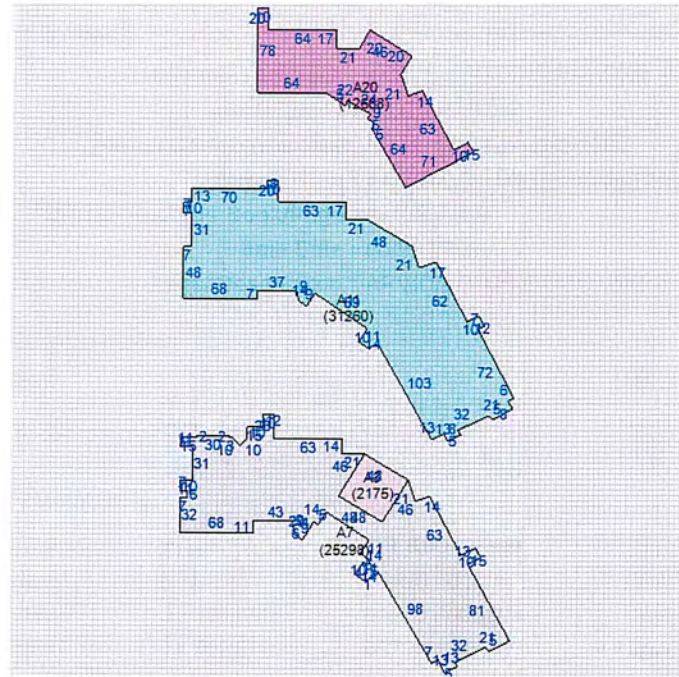
Number of Units : 0
***Total Square Feet :** 76761
Acres : 11.68
Property Use Code : 1700—OFFICE BLDG-NON MEDICAL 1 TO 3 STORIES
Zoning : LIRP—INDUSTRIAL (06-BOCA RATON)

Building Details**Structural Details****Structural Element for Building 1****Sketch for Building 1**

Year Built 1984
OFFICE BLDG L/R 1-4S 71401

Subarea and Square Footage for Building 1

Code Description	square Footage
LOBBY	2175
OFFICES	12668
OFFICES	31260
OFFICES	25298
Total Square Footage	71401



Property Extra Feature

Description	Year Built	Units
Patio	1990	1200
Walkway-Concrete	2008	3891
Paving- Asphalt	1984	128573
Paving- Asphalt	1984	417
Walkway-Concrete	1984	1728
Wall	1984	1290
Wall	1984	904
Wall	1984	238

Property Land Details

Land Line #	Description	Zoning	Acres
2	SUBMERGED	LIRP	1
1	INDUSTRIAL	LIRP	10.6774

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	\$12,338,481	\$12,756,947	\$11,725,155	\$10,889,670	\$9,322,369
Land Value	\$5,386,925	\$5,130,419	\$4,451,364	\$4,046,722	\$3,469,991
Total Market Value	\$17,725,406	\$17,887,366	\$16,176,519	\$14,936,392	\$12,792,360

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	\$17,725,406	\$17,887,366	\$15,478,756	\$14,071,596	\$12,792,360
Exemption Amount	\$0	\$0	\$0	\$0	\$0
Taxable Value	\$17,725,406	\$17,887,366	\$15,478,756	\$14,071,596	\$12,792,360

Taxes

Tax Year	2025	2024	2023	2022	2021
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AD VALOREM	\$301,415	\$304,314	\$270,119	\$252,739	\$230,992
NON AD VALOREM	\$49,249	\$47,078	\$46,415	\$45,454	\$42,398
TOTAL TAX	\$350,664	\$351,392	\$316,534	\$298,193	\$273,390

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcapao.gov



**Department of Engineering
and Public Works**

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**Palm Beach County
Board of County
Commissioners**

Maria Sachs, Mayor
Maria G. Marino, Vice Mayor
Gregg K. Weiss
Michael A. Barnett
Marci Woodward
Sara Baxter
Mack Bernard

County Administrator

Verdenia C. Baker

September 4, 2024

Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.,
477 S Rosemary Ave, Suite 215
West Palm Beach, FL 33401

**RE: Mutual of America Residential
Project #:240807R (previously 240807, 240303)
Traffic Performance Standards (TPS) Review - Revised**

Dear Mr. Heggen:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Equivalency Statement, dated August 2, 2024 and supplemental changes and information provided in an email to the Traffic Division, dated 8/27/2024, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Boca Raton
Location:	SWC of NW Broken Sound Pkwy and Broken Sound Blvd NW (Generally located between Clint Moore Rd and W Yamato Rd and N Military Trail and Congress Ave)
PCN:	06-42-47-01-04-002-0000
Access:	1 Right-in/Right-out on Broken Sound Blvd and 1 Full on Broken Sound Pkwy (both existing) <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Office =64,708 SF
Previously appr Uses:	Increase Office space to 157,861 SF (already approved) and Add Multi-Family Midrise Residential = 288 DU
Proposed Uses:	Increase Office space by 88,528 SF to eventual 153,236 SF and Add Multi-Family Midrise Residential = 287 DU
Net Daily Trips:	-48 (Prev Approved – Proposed)
Net Peak Hour Trips:	-7(-6/-1) AM; -6(-1/-5) PM (Prev Approved – Proposed)
Proj Daily Trips:	2,737
Proj Peak Hour Trips:	312 (207/105) AM; 301 (97/204) PM
Build-out:	December 31, 2028

Based on our review, the Traffic Division has determined the proposed development generates less trips as compared to those of the previously approved project through the TPS approval letter dated March 18, 2024. The project may be considered equivalent, and therefore, continues to meet the TPS of Palm Beach County. All of the conditions of approval for the previously approved project, if any, will also be applicable to the proposed project. Previously TPS approval letter is attached for reference.

Most of the site related improvements (e.g., turn lanes at the driveways) are located on private roadways (NW Broken Sound Pkwy and Broken Sound Blvd NW). The

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Christopher W. Heggen, P.E.
September 4, 2024
Page 2

study identified the need for a left turn lane on NW Broken Sound Pkwy at the full access driveway. Additionally, few Transportation Demand Management (TDM) measures have been proposed that should be made part of the Development Order approval of the project, as accepted and approved by the City. Please note that none of the municipal roadway/intersection analysis was reviewed as part of this TPS review, since the TPS standards do not apply to the municipal roadways/intersections. The City is encouraged to do its own evaluation of those.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the City after the build-out date specified above, or as amended in the future. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email QBari@pbc.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Quazi Bari".

Quazi Bari, P.E., PTOE
Manager, Growth Management
Traffic Division

QB:qg

attachment: TPS Approval Letter, dated March 18, 2024

cc: Jim Bell, Long Range Project Manager, City of Boca Raton
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2024\240807R - MUTUAL OF AMERICA RESIDENTIAL.DOCX

APPENDIX B: TPS DATA

Input Data
ROAD NAME: Clint Moore Rd STATION: 6602 Report Created
CURRENT YEAR: 2024 FROM: Midpoint 9/8/2025
ANALYSIS YEAR: 2028 TO: Congress Ave
GROWTH RATE: 0% COUNT DATE: 2/26/2024
PSF: 1

Time Period	Link Analysis							
	AM		PM					
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2201	1179	1042	2728	1307	1469		
Peak Volume	2201	1179	1042	2728	1307	1469		
Diversions(%)	0	0	0	0	0	0		
Volume after Diversion	2201	1179	1042	2728	1307	1469		

Committed Developments						Type	% Complete
Saint Andrews School	0	0	0	0	0	NR	100%
FAU Boca	2	0	2	2	1	NR	80%
Clint Moore/Military Drug Store	0	0	0	0	0	NR	100%
Royal Palm Polo	0	0	0	0	0	Res	100%
Peninsula DR - Non Residential	0	0	0	0	0	NR	100%
Congress Plaza at Delray	5	2	3	39	20	NR	0%
Boca National Golf Club	13	9	4	16	8	NR	0%
US Foodservice Facility Expansion	0	0	0	0	0	NR	100%
Friends of Chabad	0	0	0	0	0	NR	100%
Polo Club Shoppes	0	0	0	0	0	NR	100%
Danburg Mixed-Use	0	0	0	0	0	Res	100%
Fairway Commons	0	0	0	0	0	NR	100%
1801 Clint Moore Road	0	0	0	0	0	NR	100%
Alton Delray	6	1	4	6	4	NR	0%
SBA Corporate Headquarters	14	12	2	13	2	NR	63%
Verde Commons	4	3	1	5	2	Res	0%
The Lofts at Boca Colonnade	0	0	0	0	0	NR	100%
1690-2350 South Congress Avenue	74	25	49	124	91	Res	15%
Lynn University	2	0	1	2	1	NR	87%
5201 Residential	0	0	0	0	0	Res	100%
MCM Logistics Center	0	0	0	0	0	NR	100%
Public Storage - Boca Raton	3	1	1	5	2	NR	50%
Elementary School 05-C	1	1	1	0	0	NR	89%
Delray Central	10	3	7	12	8	NR	0%
AMTEC Residential Complex	21	15	6	20	6	Res	56%
Mutual of America Residential						NR	0%
900 Broken Sound	26	16	10	26	9	Res	0%
6600 N Military Trail	144	42	101	177	114	NR	0%
Boca Village	10	5	5	11	7	Res	0%
791 Park of Commerce	28	16	12	38	18	NR	0%
Total Committed Developments	363	151	209	496	293		
Total Committed Residential	135	64	71	186	115		
Total Committed Non-Residential	228	87	138	310	178		
Double Count Reduction	34	16	18	47	29		
Total Discounted Committed Developments	329	135	191	449	264		

Historical Growth	0	0	0	0	0	0
Comm Dev+1% Growth	418	183	233	560	317	245
Growth Volume Used	418	183	233	560	317	245
Total Volume	2619	1362	1275	3288	1624	1714

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	NO	YES	NO
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

Input Data
ROAD NAME: Clint Moore Rd STATION: 6602 Report Created
CURRENT YEAR: 2024 FROM: N Military Trl 9/8/2025
ANALYSIS YEAR: 2028 TO: Midpoint
GROWTH RATE: 0% COUNT DATE: 2/26/2024
PSF: 1

Time Period	Link Analysis							
	AM		PM					
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2201	1179	1042	2728	1307	1469		
Peak Volume	2201	1179	1042	2728	1307	1469		
Diversions(%)	0	0	0	0	0	0		
Volume after Diversion	2201	1179	1042	2728	1307	1469		

Committed Developments						Type	% Complete
Saint Andrews School	0	0	0	0	0	NR	100%
FAU Boca	2	0	2	2	1	NR	80%
Clint Moore/Military Drug Store	0	0	0	0	0	NR	100%
Royal Palm Polo	0	0	0	0	0	Res	100%
Peninsula DR - Non Residential	0	0	0	0	0	NR	100%
Congress Plaza at Delray	5	2	3	39	20	NR	0%
Boca National Golf Club	13	9	4	16	8	NR	0%
US Foodservice Facility Expansion	0	0	0	0	0	NR	100%
Friends of Chabad	0	0	0	0	0	NR	100%
Polo Club Shoppes	0	0	0	0	0	NR	100%
Danburg Mixed-Use	0	0	0	0	0	Res	100%
Fairway Commons	0	0	0	0	0	NR	100%
1801 Clint Moore Road	0	0	0	0	0	NR	100%
Alton Delray	6	1	4	6	4	NR	0%
SBA Corporate Headquarters	14	12	2	13	2	NR	63%
Verde Commons	4	3	1	5	2	Res	0%
The Lofts at Boca Colonnade	0	0	0	0	0	NR	100%
1690-2350 South Congress Avenue	74	25	49	124	91	Res	15%
Lynn University	2	0	1	2	1	NR	87%
5201 Residential	0	0	0	0	0	Res	100%
MCM Logistics Center	0	0	0	0	0	NR	100%
Public Storage - Boca Raton	3	1	1	5	2	NR	50%
Elementary School 05-C	1	1	1	0	0	NR	89%
Delray Central	10	3	7	12	8	NR	0%
AMTEC Residential Complex	21	15	6	20	6	Res	56%
Mutual of America Residential						NR	0%
900 Broken Sound	26	16	10	26	9	Res	0%
6600 N Military Trail	144	42	101	177	114	NR	0%
Boca Village	10	5	5	11	7	Res	0%
791 Park of Commerce	28	16	12	38	18	NR	0%
Total Committed Developments	363	151	209	496	293		
Total Committed Residential	135	64	71	186	115		
Total Committed Non-Residential	228	87	138	310	178		
Double Count Reduction	34	16	18	47	29		
Total Discounted Committed Developments	329	135	191	449	264		

Historical Growth	0	0	0	0	0	0
Comm Dev+1% Growth	418	183	233	560	317	245
Growth Volume Used	418	183	233	560	317	245
Total Volume	2619	1362	1275	3288	1624	1714

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	NO	YES	NO
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

A	B	C	D	E	F	G	H	I			
Input Data											
ROAD NAME: Yamato Rd				STATION: 6603		Report Created					
CURRENT YEAR: 2025				FROM: N Military Trl		9/8/2025					
ANALYSIS YEAR: 2028				TO: Midpoint							
GROWTH RATE: 0%				COUNT DATE: NA							
				PSF: 0							
Link Analysis											
Time Period			AM		PM						
Direction			2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB			
Existing Volume			0	0	0	0	0	0			
Peak Volume			0	0	0	0	0	0			
Diversion(%)			0	0	0	0	0	0			
Volume after Diversion			0	0	0	0	0	0			

Committed Developments	Type	% Complete
Office Building @ Military/Spanish River	NR	100%
Saint Andrews School	NR	100%
Spanish River Townhomes	Res	100%
FAU Boca	NR	85%
Clint Moore/Military Drug Store	NR	100%
Lynn Insurance	NR	100%
Peninsula DRI - Non Residential	NR	100%
Friends of Chabad	NR	100%
Danburg Mixed-Use	Res	90%
Fairway Commons	NR	100%
The Lofts at Boca Colonnade	NR	100%
St. David Armenian Church	NR	54%
1690-2350 South Congress Avenue	Res	16%
Lynn University	NR	95%
5201 Residential	Res	100%
MCM Logistics Center	NR	100%
Elementary School 05-C	NR	94%
AMTEC Residential Complex	Res	56%
Mutual of America Residential	NR	0%
900 Broken Sound	Res	0%
6600 N Military Trail	NR	0%
University Village	NR	0%
Boca Village	Res	0%
791 Park of Commerce	NR	0%
Atrium Residential	Res	0%
Total Committed Developments		249
Total Committed Residential		108
Total Committed Non-Residential		141
Double Count Reduction		27
Total Discounted Committed Developments		222
Historical Growth		0
Comm Dev+1% Growth		222
Growth Volume Used		222
Total Volume		222
Lanes		
BLD		
LOS D Capacity	6530	3590
Link Meets Test 17	YES	YES
LOS E Capacity	6880	3780
Link Meets Test 27	YES	YES

Input Data					Report Created
ROAD NAME: Yamato Rd			STATION: 6603		9/8/2025
CURRENT YEAR: 2025			FROM: Midpoint		
ANALYSIS YEAR: 2028			TO: Congress Ave		
GROWTH RATE: 0%			COUNT DATE: NA		
			PSF: 0		
Link Analysis					
Time Period			AM		PM
Direction			2-way		NB/EB SB/WB
Existing Volume			0		0
Peak Volume			0		0
Diversion(%)			0		0
Volume after Diversion			0		0

Committed Developments	Type	% Complete
Office Building @ Military/Spanish River	NR	100%
Saint Andrews School	NR	100%
Spanish River Townhomes	Res	100%
FAU Boca	NR	85%
Clint Moore/Military Drug Store	NR	100%
Lynn Insurance	NR	100%
Peninsula DRI - Non Residential	NR	100%
Friends of Chabad	NR	100%
Danburg Mixed-Use	Res	90%
Fairway Commons	NR	100%
The Lofts at Boca Colonnade	NR	100%
St. David Armenian Church	NR	54%
1690-2350 South Congress Avenue	Res	16%
Lynn University	NR	95%
5201 Residential	Res	100%
MCM Logistics Center	NR	100%
Elementary School 05-C	NR	94%
AMTEC Residential Complex	Res	56%
Mutual of America Residential	NR	0%
900 Broken Sound	Res	0%
6600 N Military Trail	NR	0%
University Village	NR	0%
Boca Village	Res	0%
791 Park of Commerce	NR	0%
Atrium Residential	Res	0%
Total Committed Developments		244
Total Committed Residential		103
Total Committed Non-Residential		141
Double Count Reduction		26
Total Discounted Committed Developments		218
Historical Growth		0
Comm Dev+1% Growth		218
Growth Volume Used		218
Total Volume		218
Lanes		
BLD		
LOS D Capacity	6530	3590
Link Meets Test 17	YES	YES
LOS E Capacity	6880	3780
Link Meets Test 27	YES	YES

APPENDIX C: DATA COLLECTION



City of Boca Raton Traffic Engineering Intersection Timing Sheet

Name **CONGRESS AVE & PARK of COMMERCE BLVD** Mod. No. **9** Initial Operation Date **12/26/97**
Intersection **69**

Part I Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8	Sp(A)	Sp(B)
Approach	SBLT	NB		EB	NBLT	SB		WB		
Initial	5	18		6	5	18		6		
Passage	1.8	2.0		2.0	1.8	2.0		2.0		
Max1	15.0	50.0		30.0	20.0	50.0		45.0		
Max2										
Yellow	4.8	4.8		4.0	4.8	4.8		4.0		
Red	2.0	2.0		3.0	2.0	2.0		3.0		
Walk		7.0		4.0		7.0		4.0		
Ped Clear		37.0		32.0		35.0		32.0		
Recall		Min				Min				
LT Type	5-Sect			SPLIT-LEAD	5-Sect			SPLIT-LAG		
Detect Type										

Pre-emption

3M Opticom ☐ Active	RailRoad Pre-emption ☐ Active	Fire Station Pre-emption ☐ Active
Bridge ☐ Active		

Part II Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pat 1	14	46		20	14	46		20	100	72
Split Pat 2	15	55		25	15	55		25	120	104
Split Pat 3	20	70		25	20	70		25	140	88
Split Pat 4	18	80		30	18	80		32	160	124
Split Pat 5										
Split Pat 6 AM	20	96		32	30	86		32	180	169
Split Pat 7 PM	17	85		34	30	72		44	180	148
Split Pat 8 MD	17	67		28	22	62		38	150	72

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Split	Start	End	Split			
	0:00	5:00	50	0:00	5:00	25			
	5:00	7:00	50	5:00	7:30	50			
	7:00	7:30	31	7:30	18:00	50			
	7:30	9:30	8	18:00	0:00	50			
	9:30	16:40	8						
	16:40	18:00	7						
	18:00	18:30	32						
	18:30	20:00	26						
	20:00	0:00	50						

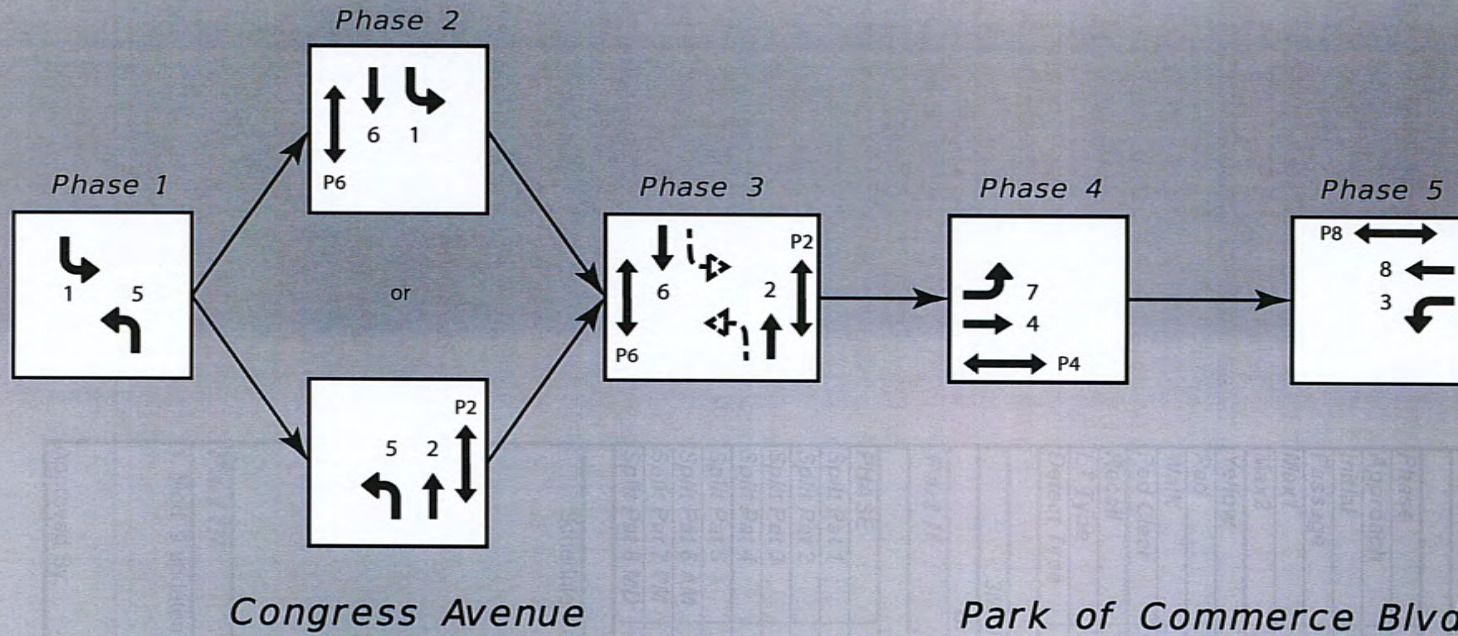
Part III Notes and Comments

1. Mod. 9 updates controller, coordination and schedule values.

Approved By:

Date:

SOP 9



Intersection Notes:

WEEKDAY

07:00 - 22:00 Coordination Mode

22:00 - 07:00 Free Mode

WEEKEND

07:30 - 18:00 Coordination Mode

18:00 - 07:30 = Free Mode

All Patterns = Normal Sequence

Legend

- = Permissive Left Turn
- X = Phase Number
- PX = Pedestrian Phase Number
- OLX = Overlap Phase



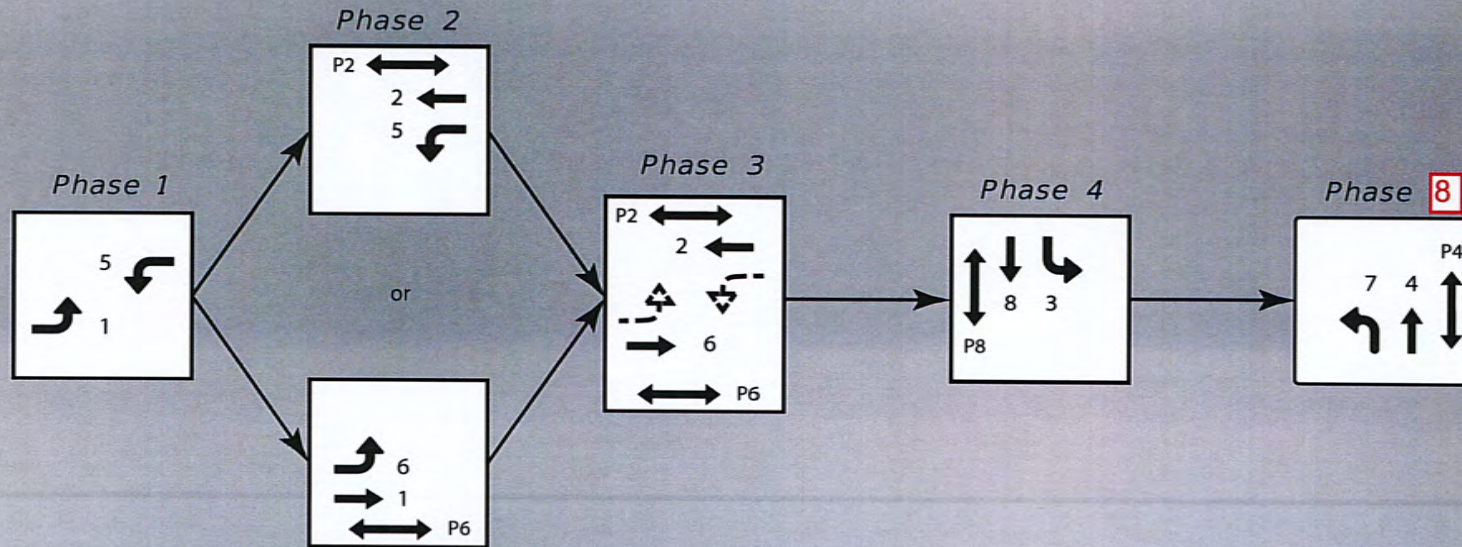
City of Boca Raton
Municipal Services
Traffic Engineering

Standard Signal
Operating Plan
(SOP)

Designed By:
TNP
Date: 06/2020

069
Congress Avenue
@
Park of Commerce Blvd

SOP 9



Clint Moore Road

Broken Sound Parkway

Intersection Notes:

WEEKDAY

07:00 - 19:00 Coordination Mode

19:00 - 07:00 Free Mode

WEEKEND

00:00 - 24:00 Flash Mode

All Patterns = Normal Sequence

Legend

- = Permissive Left Turn
- X = Phase Number
- PX = Pedestrian Phase Number
- OLX = Overlap Phase



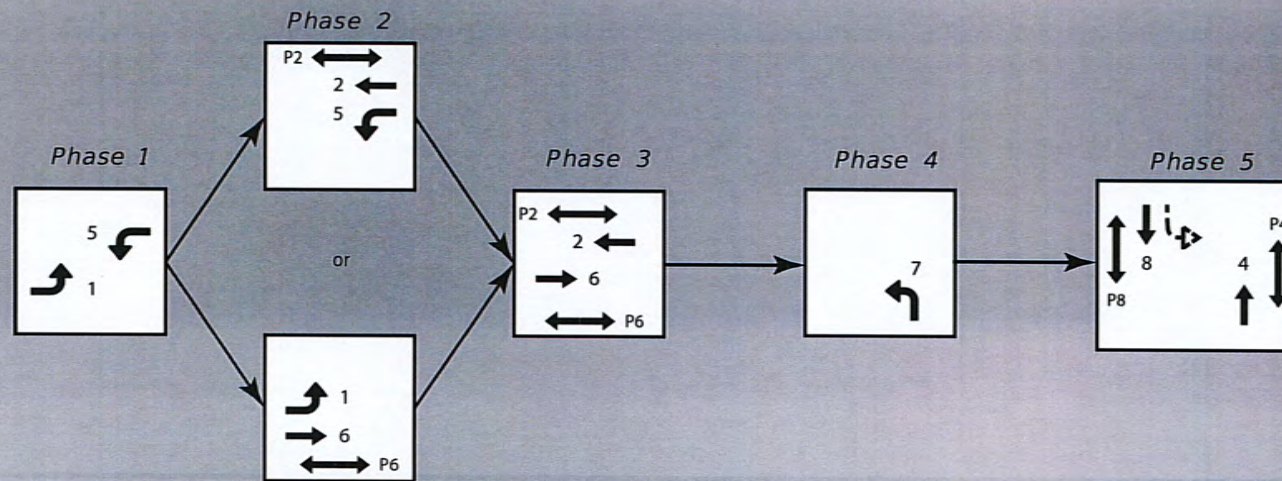
City of Boca Raton
Municipal Services
Traffic Engineering

Standard Signal
Operating Plan
(SOP)

Designed By:
TNP
Date: 06/2020

090
Clint Moore Road
@
Broken Sound Parkway

SOP 8 Modified



Yamato Road

Broken Sound Boulevard

Intersection Notes:

WEEKDAY

07:00 - 21:30 Coordination Mode

21:30 - 07:00 Free Mode

WEEKEND

07:30 - 21:00 Coordination Mode

21:00 - 07:30 Free Mode

Pattern 1 = Normal Sequence

Patterns 2,3,4,5,6 & 7 = WB Lead (5) EB Lag (1) Sequence

Legend

- = Permissive Left Turn
- X = Phase Number
- PX = Pedestrian Phase Number
- OLX = Overlap Phase



City of Boca Raton
Municipal Services
Traffic Engineering

Standard Signal
Operating Plan
(SOP)

Designed By:
TNP
Date: 06/2020

066
Yamato Road
@
Broken Sound Boulevard



City of Boca Raton Traffic Engineering Intersection Timing Sheet

Name **CLINT MOORE RD & BROKEN SOUND PKWY** Mod. No. **10** Initial Operation Date **12/26/1997**
 Intersection **90** Mod. Date **02/12/19**

Part I Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8	Sp(A)	Sp(B)
Approach	EBLT	WB		NB	WBLT	EB		SB		
Initial	8	18		8	5	18		8		
Passage	2.0	2.0		2.0	1.8	2.0		2.0		
Max1	25.0	70.0		30.0	15.0	70.0		20.0		
Max2	25.0	70.0		12.0	5.0	70.0		12.0		
Yellow	4.4	4.4		4.0	4.4	4.4		4.0		
Red	2.5	2.5		4.0	2.5	2.5		4.0		
Walk		7.0		4.0		7.0		4.0		
Ped Clear		26.0		29.0		30.0		23.0		
Recall		Max				Max		Min		
LT Type				Perm	5-Sect	Perm		Perm		
Detect Type										

Pre-emption

3M Opticom ☐ Active

RailRoad Pre-Emption ☐ Active

Fire Station Pre-emption ☐ Active

Bridge ☐ Active

Part II Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pat 1 MD	25	65		35	20	70*		25	150	17
Split Pat 2 AM	23	52		35	18	57*		20	130	57
Split Pat 3 PM	26	62*		40	15	70		25	150	64
Split Pat 4										
Split Pat 5										
Split Pat 6 AM	25	101		27	25	101		27	180	96
Split Pat 7 PM	22	90		46	22	90		22	180	85
Split Pat 8 MD	25	70		29	24	71		26	150	78

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Split	Start	End	Split			
	0:00	4:30	25	0:00	4:30	25			
	4:30	7:00	50	4:30	7:30	25			
	7:00	7:30	31	7:30	18:00	25			
	7:30	9:30	6	18:00	0:00	25			
	9:30	16:40	8						
	16:40	18:00	7						
	18:00	18:30	32						
	19:00	0:00	50						

Part III Notes and Comments

1. Implemented new Coordination Patterns, Cycles, Offsets and Splits.



City of Boca Raton Traffic Engineering Intersection Timing Sheet

Name **YAMATO RD & BROKEN SOUND BLVD** Mod. No. **7** Initial Operation Date **12/26/1997**
Intersection **66** Mod. Date **7/10/2018**

Part I Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8	Sp(A)	Sp(B)
Approach	EBLT	WB		NB	WBLT	EB	NBLT	SB		
Initial	5	18		7	5	18	5	7		
Passage	1.8	2.0		2.0	1.8	2.0	2.5	2.0		
Max1	30.0	60.0		30.0	20.0	60.0	30.0	30.0		
Max2										
Yellow	4.8	4.8		3.4	4.8	4.8	3.4	3.4		
All Red	2.5	2.5		6.0	2.5	2.5	6.0	6.0		
Walk		7.0		5.0		7.0		5.0		
Ped Clear		35.0		45.0		35.0		45.0		
Recall		Min				Min				
LT Type	Prot						Prot			
Detect Type	Video	Video		Video	Video	Video	Video	Video		

Pre-emption

3M Opticom ☒ Active Railroad Pre-Emption ☐ Active Fire Station Pre-emption ☐ Active
Bridge ☐ Active

Part II Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pat 1	20	70		40	20	70*	20	20	130	42
Split Pat 2	23	82		45	18	87*	20	25	150	60
Split Pat 3	23	82		45	18	87*	20	25	150	60
Split Pat 4	43	77		40	20	100*	20	20	160	32
Split Pat 5	18	77*		65	18	77	25	40	160	28
Split Pat 6	45	90		45	20	115*	23	22	180	30
Split Pat 7	20	89*		71	25	84	29	42	180	13

Schedule Implementation

Schedule Notes	Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
	Start	End	Split	Start	End	Split			
	0:00	7:00	50	0:00	7:30	50			
	7:00	7:30	31	7:30	8:00	100			
	7:30	9:15	6	8:00	9:30	1			
	9:15	15:30	3	9:30	18:00	2			
	15:30	16:40	5	18:00	19:00	27			
	16:40	18:00	7	19:00	21:00	26			
	18:00	18:40	32	21:00	0:00	50			
	18:40	21:30	26						
	21:30	0:00	50						

Network Information

Equipment	Manufacturer	IP address	Equipment	Manufacturer	IP address
GigE Switch	☐ Etherwan	N/A	UPS	☐ APC	N/A
Switch 1	☒ Etherwan	N/A	Video Detection	☒ Iteris	N/A
Switch 2	☐ Etherwan	N/A	GPS	☐ 3M	N/A
Video Encoder	☐ VBrick	N/A	Other		
Controller	☒ Naztec	N/A	Other		

Part III Notes and Comments

1. Update to existing Controller Settings.

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	388	388	96	13	18	85
	Retail	55	55	3	2	7	6
	Restaurant						
	Cinema/Entertainment						
	Residential	652	652	24	82	68	44
	Hotel						
		1,094	1,094	123	97	93	135

INTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	28	17	3	1	2	3
	Retail	18	19	2	1	2	2
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	17	27	0	3	4	3
	Hotel	0	0	0	0	0	0
		63	63	5	5	8	8
	% Reduction		5.8%		4.5%		7.0%

EXTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	360	371	93	12	16	82
	Retail	37	36	1	1	5	4
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	635	625	24	79	64	41
	Hotel	0	0	0	0	0	0
		1,031	1,031	118	92	85	127

DAILY

GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	388	388
	Retail	55	55
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	652	652
	Hotel	0	0
		1,094	1,094

Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		24%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	22%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	2%	0%
	Retail	18%		40%	13%	24%	9%
	Restaurant	22%	29%		16%	11%	38%
	Cinema/Entertainment	3%	2%	2%		2%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		93	130	0	6	0
	Retail	8		11	1	11	1
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	20	140	134	0		10
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		11	0	0	13	0
	Retail	68		0	0	156	0
	Restaurant	85	16		0	68	0
	Cinema/Entertainment	12	1	0		13	0
	Residential	116	7	0	0		0
	Hotel	6	2	0	0	0	

*** MINIMUM ***

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		11	0	0	6	0
	Retail	8		0	0	11	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	20	7	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	28	17
	Retail	18	19
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	17	27
	Hotel	0	0
		63	63

A.M. PEAK HOUR

GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	96	13
	Retail	3	2
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	24	82
	Hotel	0	0
		123	97

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

*** BASED ON EXIT ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		4	8	0	0	0
	Retail	1		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	1	16	0		0
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1	0	0	0	0
	Retail	4		0	0	0	0
	Restaurant	13	0		0	1	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	3	1	0	0		0
	Hotel	3	0	0	0	0	

*** MINIMUM ***

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1	0	0	0	0
	Retail	1		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	1	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	3	1
	Retail	2	1
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	0	3
	Hotel	0	0
		5	5

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	18	85
	Retail	7	6
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	68	44
	Hotel	0	0
		93	135

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	42%	21%	0%		3%
	Hotel	0%	16%	66%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	4%	0%
	Retail	31%		29%	26%	46%	17%
	Restaurant	30%	50%		32%	16%	71%
	Cinema/Entertainment	6%	4%	3%		4%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		17	3	0	2	0
	Retail	0		2	0	2	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	18	9	0		1
	Hotel	0	0	0	0	0	

*** BASED ON ENTER ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1	0	0	3	0
	Retail	6		0	0	31	0
	Restaurant	5	4		0	11	0
	Cinema/Entertainment	1	0	0		3	0
	Residential	10	1	0	0		0
	Hotel	0	0	0	0	0	

*** MINIMUM ***

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		1	0	0	2	0
	Retail	0		0	0	2	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	1	0	0		0
	Hotel	0	0	0	0	0	

INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	2	3
	Retail	2	2
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	4	3
	Hotel	0	0
		8	8



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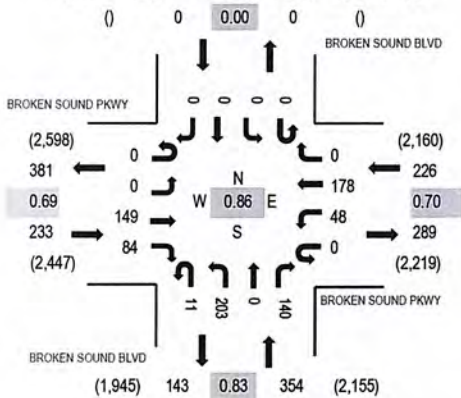
Location: 3 BROKEN SOUND BLVD & BROKEN SOUND PKWY AM

Date: Wednesday, September 3, 2025

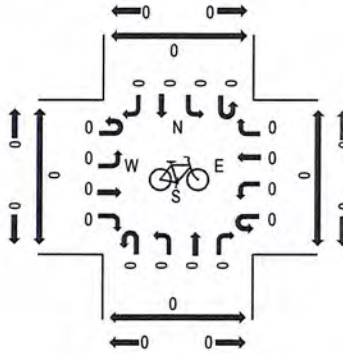
Peak Hour: 08:15 AM - 09:15 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

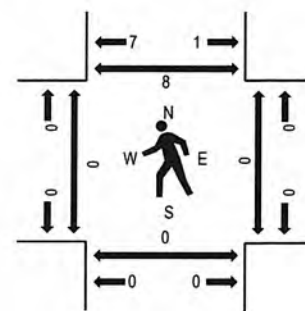
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN SOUND PKWY Eastbound				BROKEN SOUND PKWY Westbound				BROKEN SOUND BLVD Northbound				BROKEN SOUND BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	10	8	0	7	10	0	0	13	0	12	0	0	0	0	60	252	0	0	0	0
6:15 AM	0	0	14	6	0	6	12	0	0	15	0	12	0	0	0	0	65	265	0	0	0	0
6:30 AM	0	0	8	7	0	5	11	0	1	12	0	13	0	0	0	0	57	282	0	0	0	0
6:45 AM	0	0	12	5	0	6	15	0	0	17	0	15	0	0	0	0	70	360	0	0	0	0
7:00 AM	0	0	16	6	0	7	11	0	0	16	0	17	0	0	0	0	73	436	0	0	0	0
7:15 AM	0	0	15	8	0	6	17	0	0	21	0	15	0	0	0	0	82	545	0	0	0	1
7:30 AM	0	0	16	11	0	22	31	0	0	37	0	18	0	0	0	0	135	628	0	0	0	0
7:45 AM	0	0	28	11	0	12	25	0	0	50	0	20	0	0	0	0	146	686	0	0	0	2
8:00 AM	0	0	42	14	0	9	34	0	1	53	0	29	0	0	0	0	182	775	0	0	0	0
8:15 AM	0	0	26	22	0	5	39	0	3	41	0	29	0	0	0	0	165	813	0	0	0	4
8:30 AM	0	0	47	21	0	9	35	0	3	48	0	30	0	0	0	0	193	810	0	0	0	4
8:45 AM	0	0	45	18	0	14	52	0	4	61	0	41	0	0	0	0	235	738	0	0	0	0
9:00 AM	0	0	31	23	0	20	52	0	1	53	0	40	0	0	0	0	220	626	0	0	0	0
9:15 AM	0	0	32	19	0	8	32	0	2	31	0	38	0	0	0	0	162	529	0	0	0	2
9:30 AM	0	0	22	13	0	4	42	0	3	23	0	14	0	0	0	0	121	449	0	0	0	4
9:45 AM	0	0	20	11	0	9	44	0	0	19	0	20	0	0	0	0	123	395	0	0	0	2
10:00 AM	0	0	23	12	0	11	40	0	0	21	0	16	0	0	0	0	123	357	0	0	0	0
10:15 AM	0	0	15	9	0	11	25	0	0	11	0	11	0	0	0	0	82	315	0	0	0	4
10:30 AM	0	0	13	14	0	5	11	0	0	10	0	14	0	0	0	0	67	316	0	0	0	1
10:45 AM	0	0	14	9	0	10	23	0	0	17	0	12	0	0	0	0	85	364	0	0	0	1
11:00 AM	0	0	13	10	1	8	24	0	1	13	0	11	0	0	0	0	81	402	0	0	0	0
11:15 AM	0	0	20	10	0	8	24	0	1	10	0	10	0	0	0	0	83	444	0	0	0	1
11:30 AM	0	0	25	32	0	13	18	0	0	17	0	10	0	0	0	0	115	499	0	0	0	2
11:45 AM	0	0	18	17	0	18	29	0	1	16	0	24	0	0	0	0	123	508	0	0	0	1
12:00 PM	0	0	24	17	1	22	18	0	0	21	0	20	0	0	0	0	123	516	0	0	0	0
12:15 PM	0	0	23	28	0	16	31	0	0	20	0	20	0	0	0	0	138	511	0	0	0	2
12:30 PM	0	0	29	14	1	12	23	0	0	26	0	19	0	0	0	0	124	496	0	0	0	0
12:45 PM	0	0	29	20	0	9	27	0	0	25	0	21	0	0	0	0	131	503	0	0	0	0
1:00 PM	0	0	25	22	0	10	33	0	0	17	0	11	0	0	0	0	118	478	0	0	0	0
1:15 PM	0	0	25	26	0	15	18	0	0	25	0	14	0	0	0	0	123	484	0	0	0	0
1:30 PM	0	0	24	21	0	20	21	0	0	29	0	16	0	0	0	0	131	505	0	0	0	0
1:45 PM	0	0	24	15	0	12	21	0	0	16	0	18	0	0	0	0	106	520	0	0	0	2
2:00 PM	0	0	27	20	0	17	26	0	0	20	0	14	0	0	0	0	124	568	0	0	0	0
2:15 PM	0	0	31	27	0	12	25	0	0	23	0	26	0	0	0	0	144	560	0	0	0	1

2:30 PM	0	0	24	25	0	18	27	0	0	25	0	27	0	0	0	0	146	509	0	0	0	1
2:45 PM	0	0	43	18	0	21	35	0	0	23	0	14	0	0	0	0	154	489	0	0	0	0
3:00 PM	0	0	20	15	0	13	31	0	0	20	0	17	0	0	0	0	116	444	0	0	0	1
3:15 PM	0	0	28	7	0	10	20	0	0	15	0	13	0	0	0	0	93	502	0	0	0	0
3:30 PM	0	0	19	17	0	20	38	0	0	20	0	12	0	0	0	0	126	552	0	0	0	4
3:45 PM	0	0	30	13	0	19	22	0	0	12	0	13	0	0	0	0	109	604	0	0	0	1
4:00 PM	0	0	36	44	0	35	27	0	1	23	0	8	0	0	0	0	174	654	0	0	0	1
4:15 PM	0	0	24	35	0	22	23	0	0	28	0	11	0	0	0	0	143	761	0	0	0	0
4:30 PM	0	0	35	41	0	34	30	0	1	24	0	13	0	0	0	0	178	776	0	0	0	0
4:45 PM	0	0	34	44	0	21	29	0	2	16	0	13	0	0	0	0	159	779	0	0	0	0
5:00 PM	0	0	45	82	0	52	42	0	7	38	0	15	0	0	0	0	281	770	0	0	0	1
5:15 PM	0	0	29	36	0	24	30	0	2	25	0	12	0	0	0	0	158	648	0	0	0	0
5:30 PM	0	0	33	47	0	30	22	0	2	34	0	13	0	0	0	0	181	608	0	0	0	2
5:45 PM	0	0	36	32	0	21	20	0	3	19	0	19	0	0	0	0	150	546	0	0	0	0
6:00 PM	0	0	33	43	0	22	34	0	2	12	0	13	0	0	0	0	159	484	0	0	0	0
6:15 PM	0	0	26	39	0	14	9	0	3	16	0	11	0	0	0	0	118		0	0	0	1
6:30 PM	0	0	23	29	0	20	21	0	1	13	0	12	0	0	0	0	119		0	0	0	0
6:45 PM	0	0	23	27	0	6	18	0	0	11	0	3	0	0	0	0	88		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	145	81	0	46	175	0	11	201	0	140	0	0	0	0	799
Mediums	0	0	4	3	0	2	3	0	0	2	0	0	0	0	0	0	14
Total	0	0	149	84	0	48	178	0	11	203	0	140	0	0	0	0	813

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	3.0%				2.2%				0.6%				0.0%				1.7%
Heavy Vehicle %	0.0%	0.0%	2.7%	3.6%	0.0%	4.2%	1.7%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Peak Hour Factor	0.69				0.70				0.83				0.00				0.86
Peak Hour Factor	0.00	0.00	0.85	0.64	0.50	0.63	0.86	0.00	0.50	0.83	0.00	0.91	0.00	0.00	0.00	0.00	0.86



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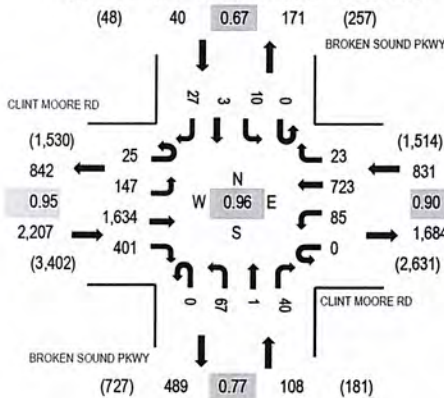
Location: 1 BROKEN SOUND PKWY & CLINT MOORE RD AM

Date: Wednesday, September 3, 2025

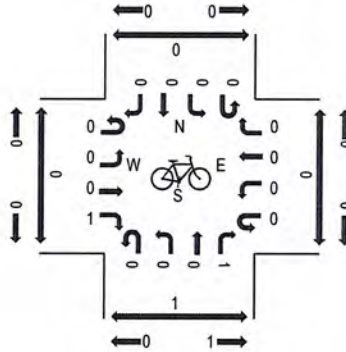
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

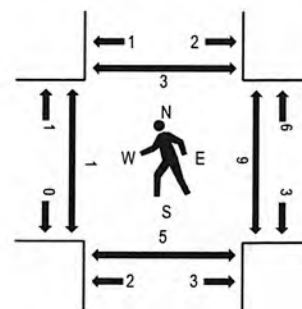
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CLINT MOORE RD Eastbound				CLINT MOORE RD Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	6	167	31	0	4	131	2	0	8	1	6	0	0	0	1	358	1,959	0	0	1	0
7:15 AM	4	14	235	43	0	8	164	2	0	3	0	6	0	0	0	0	479	2,356	3	0	1	1
7:30 AM	6	28	242	39	0	17	171	2	0	11	2	11	0	1	0	3	533	2,679	0	0	1	0
7:45 AM	4	24	273	78	0	18	160	4	0	19	1	5	0	1	0	2	589	2,943	0	0	0	0
8:00 AM	5	37	396	104	0	22	158	4	0	17	0	12	0	0	0	0	755	3,186	0	0	1	0
8:15 AM	8	47	404	91	0	18	190	7	0	15	1	7	0	5	1	8	802		1	0	1	0
8:30 AM	5	29	404	96	0	23	203	5	0	11	0	10	0	0	0	11	797		0	0	3	2
8:45 AM	7	34	430	110	0	22	172	7	0	24	0	11	0	5	2	8	832		0	9	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8
Lights	25	146	1,615	394	0	85	700	23	0	65	1	38	0	8	3	26	3,129
Mediums	0	1	14	7	0	0	20	0	0	2	0	2	0	2	0	1	49
Total	25	147	1,634	401	0	85	723	23	0	67	1	40	0	10	3	27	3,186

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.2%				2.8%				3.7%				7.5%			1.8%
Heavy Vehicle %	0.0%	0.7%	1.2%	1.7%	0.0%	0.0%	3.2%	0.0%	0.0%	3.0%	0.0%	5.0%	0.0%	20.0%	0.0%	3.7%	1.8%
Peak Hour Factor		0.95				0.90				0.77				0.67			0.96
Peak Hour Factor	0.78	0.78	0.95	0.91	0.00	0.92	0.89	0.82	0.00	0.70	0.50	0.83	0.00	0.50	0.38	0.61	0.96



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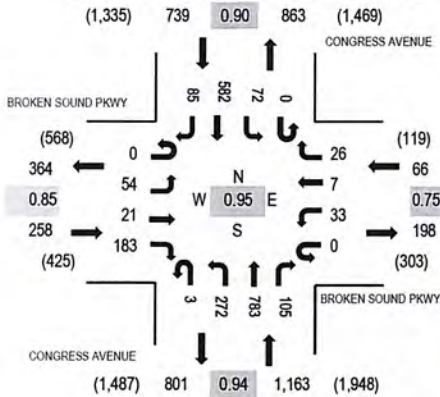
Location: 2 CONGRESS AVENUE & BROKEN SOUND PKWY AM

Date: Wednesday, September 3, 2025

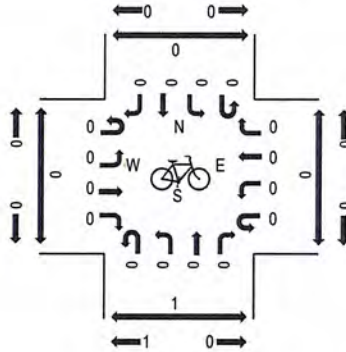
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

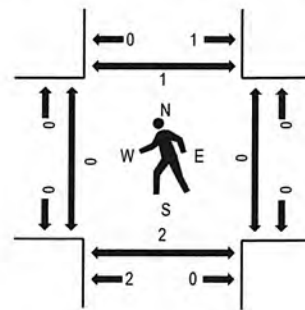
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN SOUND PKWY Eastbound				BROKEN SOUND PKWY Westbound				CONGRESS AVENUE Northbound				CONGRESS AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	1	33	0	11	2	4	0	23	84	4	0	8	168	4	346	1,601	0	0	3	0
7:15 AM	0	4	3	23	0	6	0	5	0	25	139	9	0	11	114	8	347	1,808	2	0	0	1
7:30 AM	0	12	2	43	0	7	2	2	0	55	147	27	0	6	109	13	425	1,984	0	0	0	0
7:45 AM	0	8	1	33	0	7	4	3	0	53	194	25	0	8	132	15	483	2,144	1	0	0	3
8:00 AM	0	8	5	63	0	10	4	8	1	63	193	28	0	12	139	19	553	2,226	0	0	1	0
8:15 AM	0	14	6	30	0	6	2	8	0	75	181	27	0	12	139	23	523		0	0	1	1
8:30 AM	0	14	7	51	0	8	1	4	0	62	221	27	0	25	150	15	585		0	0	0	0
8:45 AM	0	18	3	39	0	9	0	6	2	72	188	23	0	23	154	28	565		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	7
Lights	0	54	21	176	0	29	6	24	3	270	772	104	0	71	564	84	2,178
Mediums	0	0	0	7	0	3	1	2	0	2	9	1	0	1	14	1	41
Total	0	54	21	183	0	33	7	26	3	272	783	105	0	72	582	85	2,226

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.7%				10.6%				1.2%				2.7%			2.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.8%	0.0%	12.1%	14.3%	7.7%	0.0%	0.7%	1.4%	1.0%	0.0%	1.4%	3.1%	1.2%	2.2%
Peak Hour Factor		0.85				0.75				0.94				0.90			0.95
Peak Hour Factor	0.00	0.75	0.75	0.73	0.00	0.83	0.75	0.81	0.38	0.91	0.89	0.96	0.00	0.72	0.94	0.76	0.95



ALL TRAFFIC DATA SERVICES

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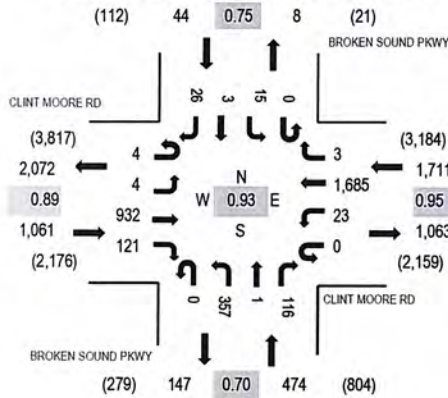
Location: 1 BROKEN SOUND PKWY & CLINT MOORE RD PM

Date: Wednesday, September 3, 2025

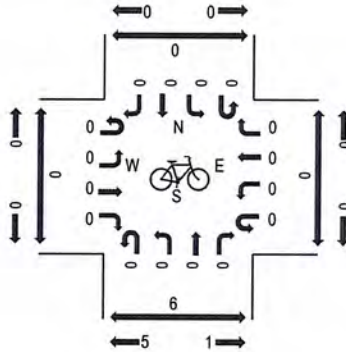
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

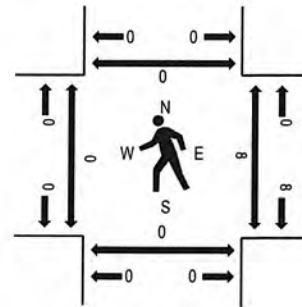
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CLINT MOORE RD Eastbound				CLINT MOORE RD Westbound				BROKEN SOUND PKWY Northbound				BROKEN SOUND PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	5	4	265	37	0	6	370	3	0	57	1	22	0	6	0	19	795	3,010	0	0	1	0
4:15 PM	2	1	251	26	0	8	318	1	0	53	0	22	0	8	0	11	701	3,104	0	0	0	0
4:30 PM	2	3	240	20	0	5	374	0	0	70	0	20	0	7	1	15	757	3,252	0	2	0	0
4:45 PM	2	1	210	34	0	6	413	3	0	61	0	19	0	2	0	6	757	3,290	0	8	0	0
5:00 PM	1	2	246	24	0	2	422	0	0	127	1	43	0	13	1	7	889	3,266	0	0	0	0
5:15 PM	1	0	252	34	0	4	447	0	0	78	0	24	0	0	1	8	849		0	0	0	0
5:30 PM	0	1	224	29	0	11	403	0	0	91	0	30	0	0	1	5	795		0	0	0	0
5:45 PM	1	0	234	24	0	5	383	0	0	64	0	21	0	0	0	1	733		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Lights	4	4	914	116	0	23	1,667	3	0	357	1	116	0	15	3	26	3,249
Mediums	0	0	16	5	0	0	16	0	0	0	0	0	0	0	0	0	37
Total	4	4	932	121	0	23	1,685	3	0	357	1	116	0	15	3	26	3,290

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.2%				1.1%				0.0%				0.0%				1.2%
Heavy Vehicle %	0.0%	0.0%	1.9%	4.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Peak Hour Factor	0.89				0.95				0.70				0.75				0.93
Peak Hour Factor	0.55	0.56	0.91	0.89	0.00	0.78	0.94	0.58	0.00	0.71	0.25	0.69	0.00	0.58	0.75	0.67	0.93



ALL TRAFFIC DATA SERVICES

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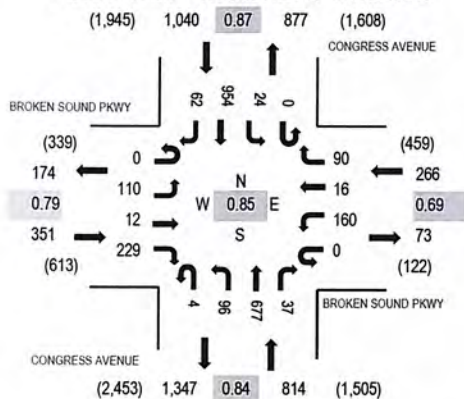
Location: 2 CONGRESS AVENUE & BROKEN SOUND PKWY PM

Date: Wednesday, September 3, 2025

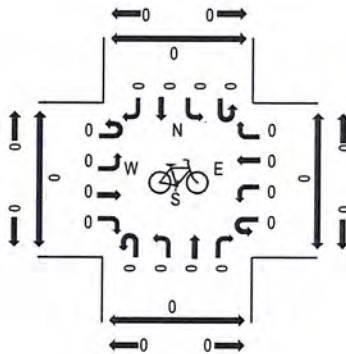
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

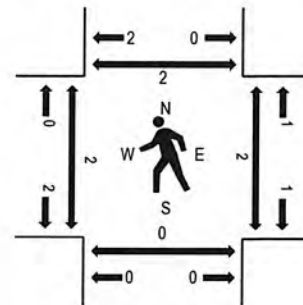
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKEN SOUND PKWY Eastbound				BROKEN SOUND PKWY Westbound				CONGRESS AVENUE Northbound				CONGRESS AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	15	3	52	0	32	4	16	1	21	121	6	0	4	258	15	548	2,107	0	0	0	0
4:15 PM	0	22	3	30	0	28	0	8	0	18	122	6	0	8	211	10	466	2,282	0	1	1	0
4:30 PM	0	29	2	45	0	23	1	21	1	21	142	6	0	8	247	12	558	2,471	2	1	0	1
4:45 PM	0	21	1	46	0	34	3	15	2	26	137	9	0	6	218	17	535	2,454	0	0	0	0
5:00 PM	0	27	6	78	0	70	5	28	1	21	177	12	0	6	274	18	723	2,415	0	1	0	0
5:15 PM	0	33	3	60	0	33	7	26	0	28	221	10	0	4	215	15	655		0	0	0	1
5:30 PM	0	28	1	43	0	34	3	26	0	22	166	3	0	4	196	15	541		2	0	1	0
5:45 PM	0	23	7	35	0	25	4	13	0	33	171	1	0	3	161	20	496		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	1	0	0	1	1	1	6
Lights	0	110	12	226	0	158	16	85	4	96	657	33	0	22	947	60	2,426
Mediums	0	0	0	3	0	1	0	4	0	0	19	4	0	1	6	1	39
Total	0	110	12	229	0	160	16	90	4	96	677	37	0	24	954	62	2,471

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.9%				2.6%				2.9%				1.1%			1.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.3%	0.0%	1.3%	0.0%	5.6%	0.0%	0.0%	3.0%	10.8%	0.0%	8.3%	0.7%	3.2%	1.8%
Peak Hour Factor		0.79				0.69				0.84				0.87			0.85
Peak Hour Factor	0.00	0.84	0.61	0.73	0.00	0.61	0.68	0.85	0.50	0.79	0.83	0.77	0.00	0.88	0.87	0.85	0.85

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.00	1.04
3	01/14/2024 - 01/20/2024	1.01	1.05
4	01/21/2024 - 01/27/2024	1.00	1.04
5	01/28/2024 - 02/03/2024	0.98	1.02
* 6	02/04/2024 - 02/10/2024	0.97	1.01
* 7	02/11/2024 - 02/17/2024	0.95	0.99
* 8	02/18/2024 - 02/24/2024	0.95	0.99
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.96	1.00
*11	03/10/2024 - 03/16/2024	0.97	1.01
*12	03/17/2024 - 03/23/2024	0.96	1.00
*13	03/24/2024 - 03/30/2024	0.96	1.00
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.02
19	05/05/2024 - 05/11/2024	0.99	1.03
20	05/12/2024 - 05/18/2024	1.00	1.04
21	05/19/2024 - 05/25/2024	1.01	1.05
22	05/26/2024 - 06/01/2024	1.02	1.06
23	06/02/2024 - 06/08/2024	1.03	1.07
24	06/09/2024 - 06/15/2024	1.05	1.09
25	06/16/2024 - 06/22/2024	1.05	1.09
26	06/23/2024 - 06/29/2024	1.06	1.10
27	06/30/2024 - 07/06/2024	1.07	1.11
28	07/07/2024 - 07/13/2024	1.08	1.13
29	07/14/2024 - 07/20/2024	1.09	1.14
30	07/21/2024 - 07/27/2024	1.07	1.11
31	07/28/2024 - 08/03/2024	1.05	1.09
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.02	1.06
34	08/18/2024 - 08/24/2024	1.02	1.06
35	08/25/2024 - 08/31/2024	1.02	1.06
36	09/01/2024 - 09/07/2024	1.02	1.06
37	09/08/2024 - 09/14/2024	1.02	1.06
38	09/15/2024 - 09/21/2024	1.02	1.06
39	09/22/2024 - 09/28/2024	1.02	1.06
40	09/29/2024 - 10/05/2024	1.02	1.06
41	10/06/2024 - 10/12/2024	1.01	1.05
42	10/13/2024 - 10/19/2024	1.01	1.05
43	10/20/2024 - 10/26/2024	1.01	1.05
44	10/27/2024 - 11/02/2024	1.00	1.04
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	0.99	1.03
48	11/24/2024 - 11/30/2024	0.99	1.03
49	12/01/2024 - 12/07/2024	0.99	1.03
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.00	1.04
53	12/29/2024 - 12/31/2024	1.01	1.05

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4_9301_PKSEASON.TXT

Start Date 20/03/2025
Start Time 7:00 AM
Site Code 1
Lat 26.3939522
Long -80.1138483
AM Peak Hour 8:00AM-9:00AM
PM Peak Hour 4:15PM-5:15PM

Time	W YAMATO ROAD				W YAMATO ROAD				BROKEN SOUND BLVD NW				BROKEN SOUND BLVD NW			
	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
3/20/2025 7:00 AM	19	152	17	2	0	131	4	1	19	8	5	0	7	2	28	0
3/20/2025 7:15 AM	27	264	33	5	2	208	8	1	10	14	2	0	9	10	22	0
3/20/2025 7:30 AM	52	304	51	7	1	216	12	0	12	11	2	0	11	10	34	0
3/20/2025 7:45 AM	57	407	63	8	1	178	15	0	24	22	8	0	9	19	31	0
3/20/2025 8:00 AM	65	355	60	5	4	198	13	1	22	26	12	0	8	6	19	0
3/20/2025 8:15 AM	82	414	53	4	2	260	14	2	37	36	11	0	19	14	17	0
3/20/2025 8:30 AM	87	447	57	8	2	192	10	3	25	33	9	0	18	13	19	0
3/20/2025 8:45 AM	73	414	70	7	2	242	24	2	27	23	16	0	13	13	21	0
Total	307	1,630	240	24	10	892	61	8	111	118	48	0	58	46	76	0
3/20/2025 4:00 PM	14	289	25	5	3	353	8	2	44	20	13	0	10	12	63	0
3/20/2025 4:15 PM	25	269	30	6	3	315	10	3	46	31	11	0	18	13	49	0
3/20/2025 4:30 PM	20	234	23	5	4	446	5	3	62	17	12	0	13	7	68	0
3/20/2025 4:45 PM	26	234	25	7	0	392	9	1	68	23	13	0	15	12	62	0
3/20/2025 5:00 PM	17	236	19	8	6	471	9	1	77	22	18	0	17	27	114	0
3/20/2025 5:15 PM	20	282	23	2	8	487	10	3	43	21	5	0	17	26	76	0
Total	83	986	90	22	18	1,796	33	8	250	83	48	0	62	72	320	0
3/20/2025 5:30 PM	19	253	25	4	8	378	7	1	49	22	20	2	20	21	78	0
3/20/2025 5:45 PM	19	246	22	4	12	309	6	2	46	33	8	0	11	21	60	0

APPENDIX D: VOLUME DEVELOPMENT WORKSHEETS

VOLUME DEVELOPMENT SHEET
1150 Broken Sound
Broken Sound Parkway & Broken Sound Boulevard
EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.06
Buildout Year = 2028
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	214	0	129	0	0	0	0	160	75	37	160	0
Peak Season Volume	227	0	137	0	0	0	0	170	80	39	170	0
Traffic Volume Growth	7	0	4	0	0	0	0	5	2	1	5	0
Committed Development From 900 Broken Sound & 791 POC			36					36		20	25	
1.0% Traffic Volume Growth	7	0	4	0	0	0	0	5	2	1	5	0
Committed + 1.0% Growth	7	0	40	0	0	0	0	41	2	21	30	0
Max (Committed + 1.0% or Historic Growth)	7	0	40	0	0	0	0	41	2	21	30	0
Background Traffic Volumes	234	0	177	0	0	0	0	211	82	60	200	0
Project Traffic												
Inbound Traffic Assignment	5.0%									5.0%	25.0%	
Inbound Traffic Volumes	2									2	8	
Outbound Traffic Assignment							30.0%	0.0%				
Outbound Traffic Volumes							23					
Project Traffic	2	0	0	0	0	0	0	23	0	2	8	0
Total Traffic w/o RTOR	236	0	177	0	0	0	0	234	82	62	208	0
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	236	0	167	0	0	0	0	234	22	62	208	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	129	0	53	0	0	0	0	141	209	127	123	0
Peak Season Volume	137	0	56	0	0	0	0	149	222	135	130	0
Traffic Volume Growth	4	0	2	0	0	0	0	5	7	4	4	0
Committed Development From 900 Broken Sound & 791 POC			19					26		36	38	
1.0% Traffic Volume Growth	4	0	2	0	0	0	0	5	7	4	4	0
Committed + 1.0% Growth	4	0	21	0	0	0	0	31	7	40	42	0
Max (Committed + 1.0% or Historic Growth)	4	0	21	0	0	0	0	31	7	40	42	0
Background Traffic Volumes	141	0	77	0	0	0	0	180	229	175	172	0
Project Traffic												
Inbound Traffic Assignment	5.0%									5.0%	25.0%	
Inbound Traffic Volumes	3									3	17	
Outbound Traffic Assignment							30.0%	0.0%				
Outbound Traffic Volumes							14					
Project Traffic	3	0	0	0	0	0	0	14	0	3	17	0
Total Traffic w/o RTOR	144	0	77	0	0	0	0	194	229	178	189	0
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	144	0	67	0	0	0	0	194	169	178	189	0

VOLUME DEVELOPMENT SHEET
1150 Broken Sound
Clint Moore Road & Broken Sound Parkway
EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.06
Buildout Year = 2028
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	67	1	40	10	3	27	172	1,634	401	85	723	23
Peak Season Volume	71	1	42	11	3	29	182	1,732	425	90	766	24
Traffic Volume Growth	2	0	1	0	0	1	6	52	13	3	23	1
Committed Development From TPS					191			135			191	
1.0% Traffic Volume Growth	2	0	1	0	0	1	6	52	13	3	23	1
Committed + 1.0% Growth	2	0	1	0	191	1	6	187	13	3	214	1
Max (Committed + 1.0% or Historic Growth)	2	0	1	0	191	1	6	187	13	3	214	1
Background Traffic Volumes	73	1	43	11	194	30	188	1,919	438	93	980	25
Project Traffic												
Inbound Traffic Assignment									25.0%	5.0%		
Inbound Traffic Volumes									8	2		
Outbound Traffic Assignment	25.0%		5.0%									
Outbound Traffic Volumes	20		4									
Project Traffic	20	0	4	0	0	0	0	0	8	2	0	0
Total Traffic w/o RTOR	93	1	47	11	194	30	188	1,919	446	95	980	25
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	93	1	37	11	194	20	188	1,919	386	95	980	0

Critical Volume Analysis

No. of Lanes	2	0	1	1	1	<	1	3	<	1	3	<
Approach Volume	131			225			2,493			1,075		
Per Lane Volume	94	0	37	11	194	0	188	768	0	95	327	0
Overlap Reduction	0	0	(37)	0	0	0	0	0	0	0	0	0
Net Per Lane Volume	94	0	0	11	194	0	188	768	0	95	327	0
North-South Critical	NB Total = 94						SB Total = 205					
East-West Critical	EB LT + WB TH = 515						WB LT + EB TH = 863					
Maximum Critical Sum	94 + 205 + 863 = 1,162											

STATUS ?

UNDER

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	357	1	116	15	3	26	8	932	121	23	1,685	3
Peak Season Volume	378	1	123	16	3	28	8	988	128	24	1,786	3
Traffic Volume Growth	11	0	4	0	0	1	0	30	4	1	54	0
Committed Development From TPS								264			185	
1.0% Traffic Volume Growth	11	0	4	0	0	1	0	30	4	1	54	0
Committed + 1.0% Growth	11	0	4	0	0	1	0	294	4	1	239	0
Max (Committed + 1.0% or Historic Growth)	11	0	4	0	0	1	0	294	4	1	239	0
Background Traffic Volumes	389	1	127	16	3	29	8	1,282	132	25	2,025	3
Project Traffic												
Inbound Traffic Assignment									25.0%	5.0%		
Inbound Traffic Volumes									17	3		
Outbound Traffic Assignment	25.0%		5.0%									
Outbound Traffic Volumes	12		2									
Project Traffic	12	0	2	0	0	0	0	0	17	3	0	0
Total Traffic w/o RTOR	401	1	129	16	3	29	8	1,282	149	28	2,025	3
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	401	1	119	16	3	19	8	1,282	89	28	2,025	0

Critical Volume Analysis

No. of Lanes	2	0	1	1	1	<	1	3	<	1	3	<
Approach Volume	521			38			1,379			2,053		
Per Lane Volume	402	0	119	16	3	0	8	457	0	28	675	0
Overlap Reduction	0	0	(28)	0	0	0	0	0	0	0	0	0
Net Per Lane Volume	402	0	91	16	3	0	8	457	0	28	675	0
North-South Critical	NB Total = 493						SB Total = 19					
East-West Critical	EB LT + WB TH = 683						WB LT + EB TH = 485					
Maximum Critical Sum	493 + 19 + 683			= 1,195								

STATUS ?

UNDER

Growth Rate =	1.00%
Peak Season =	1.06
Buildout Year =	2028
Years =	3

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/20/2025	111	118	48	58	46	76	331	1,630	240	18	892	61
Peak Season Volume	118	125	51	61	49	81	351	1,728	254	19	946	65
Traffic Volume Growth	4	4	2	2	1	2	11	52	8	1	29	2
Committed Development From TPS								195			223	
1.0% Traffic Volume Growth	4	4	2	2	1	2	11	52	8	1	29	2
Committed + 1.0% Growth	4	4	2	2	1	2	11	247	8	1	252	2
Max (Committed + 1.0% or Historic Growth)	4	4	2	2	1	2	11	247	8	1	252	2
Background Traffic Volumes	122	129	53	63	50	83	362	1,975	262	20	1,198	67
Project Traffic												
Inbound Traffic Assignment							20.0%					20.0%
Inbound Traffic Volumes							6					6
Outbound Traffic Assignment				20.0%		20.0%						
Outbound Traffic Volumes				16		16						
Project Traffic	0	0	0	16	0	16	6	0	0	0	0	6
Total Traffic w/o RTOR	122	129	53	79	50	99	368	1,975	262	20	1,198	73
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	122	129	43	79	50	89	368	1,975	202	20	1,198	13

[illegible]

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 03/20/2025	250	83	48	62	72	320	105	986	90	26	1,796	33
Peak Season Volume	265	88	51	66	76	339	111	1,045	95	28	1,904	35
Traffic Volume Growth	8	3	2	2	2	10	3	32	3	1	58	1
Committed Development From TPS								263			222	
1.0% Traffic Volume Growth	8	3	2	2	2	10	3	32	3	1	58	1
Committed + 1.0% Growth	8	3	2	2	2	10	3	295	3	1	280	1
Max (Committed + 1.0% or Historic Growth)	8	3	2	2	2	10	3	295	3	1	280	1
Background Traffic Volumes	273	91	53	68	78	349	114	1,340	98	29	2,184	36
Project Traffic												
Inbound Traffic Assignment							20.0%					20.0%
Inbound Traffic Volumes							13					13
Outbound Traffic Assignment				20.0%		20.0%						
Outbound Traffic Volumes				9		9						
Project Traffic	0	0	0	9	0	9	13	0	0	0	0	13
Total Traffic w/o RTOR	273	91	53	77	78	358	127	1,340	98	29	2,184	49
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	273	91	43	77	78	348	127	1,340	38	29	2,184	0

No. of Lanes	2	1	1	1	1	1	2	4	1	1	4	1
Approach Volume	407			503			1,505			2,213		
Per Lane Volume	137	91	43	77	78	348	64	335	38	29	546	0
Overlap Reduction	0	0	(29)	0	0	(64)	0	0	(38)	0	0	0
Net Per Lane Volume	137	91	14	77	78	284	64	335	0	29	546	0
North-South Critical	NB LT + SB RT = 421						SB LT + NB TH = 168					
East-West Critical	EB LT + WB TH = 610						WB LT + EB TH = 364					
Maximum Critical Sum	421 + 610						= 1,031					
STATUS ?	UNDER											

VOLUME DEVELOPMENT SHEET

1150 Broken Sound

Broken Sound Parkway & Driveway 1

EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.06
Buildout Year = 2028
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	4		6					224	26	43	364	
Peak Season Volume	4	0	6	0	0	0	0	237	27	46	386	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Development From 900 Broken Sound & 791 POC								36			25	
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	36	0	0	25	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	36	0	0	25	0
Background Traffic Volumes	4	0	6	0	0	0	0	273	27	46	411	0
Project Traffic												
Inbound Traffic Assignment									30.0%	30.0%		
Inbound Traffic Volumes									36	36		
Outbound Traffic Assignment	30.0%		25.0%									
Outbound Traffic Volumes	28		23									
Project Traffic	28	0	23	0	0	0	0	0	36	36	0	0
Total Traffic w/o RTOR	32	0	29	0	0	0	0	273	63	82	411	0
RTOR Reduction												
TOTAL TRAFFIC	32	0	29	0	0	0	0	273	63	82	411	0

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	23		39					355	5	8	222	
Peak Season Volume	24	0	41	0	0	0	0	376	5	8	235	0
Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed Development From 900 Broken Sound & 791 POC								26			38	
1.0% Traffic Volume Growth	0	0	0	0	0	0	0	0	0	0	0	0
Committed + 1.0% Growth	0	0	0	0	0	0	0	26	0	0	38	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	0	26	0	0	38	0
Background Traffic Volumes	24	0	41	0	0	0	0	402	5	8	273	0
Project Traffic												
Inbound Traffic Assignment									30.0%	30.0%		
Inbound Traffic Volumes									26	26		
Outbound Traffic Assignment	30.0%		25.0%									
Outbound Traffic Volumes	39		55									
Project Traffic	39	0	55	0	0	0	0	0	26	26	0	0
Total Traffic w/o RTOR	63	0	96	0	0	0	0	402	31	34	273	0
RTOR Reduction												
TOTAL TRAFFIC	63	0	96	0	0	0	0	402	31	34	273	0

VOLUME DEVELOPMENT SHEET
1150 Broken Sound
Congress Avenue & Broken Sound Parkway
EXISTING GEOMETRY

Growth Rate = 1.00%
Peak Season = 1.06
Buildout Year = 2028
Years = 3

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	275	783	105	72	582	85	54	21	183	33	7	26
Peak Season Volume	292	830	111	76	617	90	57	22	194	35	7	28
Traffic Volume Growth	9	25	3	2	19	3	2	1	6	1	0	1
Committed Development From TPS		174			234							
1.0% Traffic Volume Growth	9	25	3	2	19	3	2	1	6	1	0	1
Committed + 1.0% Growth	9	199	3	2	253	3	2	1	6	1	0	1
Max (Committed + 1.0% or Historic Growth)	9	199	3	2	253	3	2	1	6	1	0	1
Background Traffic Volumes	301	1,029	114	78	870	93	59	23	200	36	7	29
Project Traffic												
Inbound Traffic Assignment	25.0%					5.0%						
Inbound Traffic Volumes	8					2						
Outbound Traffic Assignment							5.0%		25.0%			
Outbound Traffic Volumes							4		20			
Project Traffic	8	0	0	0	0	2	4	0	20	0	0	0
Total Traffic w/o RTOR	309	1,029	114	78	870	95	63	23	220	36	7	29
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	309	1,029	104	78	870	85	63	23	160	36	7	0

Critical Volume Analysis

No. of Lanes	1	3	<0	1	3	<0	1>	1	1	1>	1	1
Approach Volume		1,442			1,033			246			43	
Per Lane Volume	309	378	0	78	318	0	43	43	180	22	22	0
Overlap Reduction	0	0	0	0	0	0	0	0	(180)	0	0	0
Net Per Lane Volume	309	378	0	78	318	0	43	43	0	22	22	0
North-South Critical	NB LT + SB TH = 627						SB LT + NB TH = 456					
East-West Critical	EB = 86						WB = 44					
Maximum Critical Sum	627						+ 86 = 44 = 757					

STATUS ?

UNDER

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 09/03/2025	100	677	37	24	954	62	110	12	229	160	16	90
Peak Season Volume	106	718	39	25	1,011	66	117	13	243	170	17	95
Traffic Volume Growth	3	22	1	1	31	2	4	0	7	5	1	3
Committed Development From TPS		301			231							
1.0% Traffic Volume Growth	3	22	1	1	31	2	4	0	7	5	1	3
Committed + 1.0% Growth	3	323	1	1	262	2	4	0	7	5	1	3
Max (Committed + 1.0% or Historic Growth)	3	323	1	1	262	2	4	0	7	5	1	3
Background Traffic Volumes	109	1,041	40	26	1,273	68	121	13	250	175	18	98
Project Traffic												
Inbound Traffic Assignment	25.0%					5.0%						
Inbound Traffic Volumes	17					3						
Outbound Traffic Assignment							5.0%		25.0%			
Outbound Traffic Volumes							2		12			
Project Traffic	17	0	0	0	0	3	2	0	12	0	0	0
Total Traffic w/o RTOR	126	1,041	40	26	1,273	71	123	13	262	175	18	98
RTOR Reduction			(10)			(10)			(60)			(60)
TOTAL TRAFFIC	126	1,041	30	26	1,273	61	123	13	202	175	18	38

Critical Volume Analysis

No. of Lanes	1	3	<0	1	3	<0	1>	1	1	1>	1	1
Approach Volume		1,197			1,360			338			231	
Per Lane Volume	126	357	0	26	445	0	88	68	202	97	97	38
Overlap Reduction	0	0	0	0	0	0	0	0	(126)	0	0	(26)
Net Per Lane Volume	126	357	0	26	445	0	88	68	76	97	97	12
North-South Critical	NB LT + SB TH = 571						SB LT + NB TH = 383					
East-West Critical	EB = 136						WB = 194					
Maximum Critical Sum	571						+ 194 = 194 = 959					

STATUS ?

UNDER

APPENDIX E: SYNCHRO REPORTS

Volume

EX AM

1: Broken Sound Boulevard & Broken Sound Parkway

10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	170	80	39	170	227	137
Future Volume (vph)	170	80	39	170	227	137
Confl. Peds. (#/hr)					8	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	207	98	48	207	277	167
Shared Lane Traffic (%)						
Lane Group Flow (vph)	305	0	0	255	277	167
Intersection Summary						

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

EX AM
10/21/2025

Intersection

Intersection Delay, s/veh 12.1
Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	170	80	39	170	227	137
Future Vol, veh/h	170	80	39	170	227	137
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	98	48	207	277	167
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.8	11	13.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	41%	0%
Vol Thru, %	0%	0%	100%	41%	59%	100%
Vol Right, %	0%	100%	0%	59%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	137	113	137	96	113
LT Vol	227	0	0	0	39	0
Through Vol	0	0	113	57	57	113
RT Vol	0	137	0	80	0	0
Lane Flow Rate	277	167	138	167	117	138
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.506	0.249	0.24	0.27	0.211	0.242
Departure Headway (Hd)	6.583	5.372	6.247	5.831	6.503	6.295
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	668	575	617	552	571
Service Time	4.316	3.105	3.985	3.569	4.243	4.035
HCM Lane V/C Ratio	0.505	0.25	0.24	0.271	0.212	0.242
HCM Control Delay, s/veh	15.9	9.9	11	10.7	11	11
HCM Lane LOS	C	A	B	B	B	B
HCM 95th-tile Q	2.8	1	0.9	1.1	0.8	0.9

Volume

4: Broken Sound Parkway & Clint Moore Road

EX AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	182	1732	425	90	766	24	71	1	42	11	3	29
Future Volume (vph)	182	1732	425	90	766	24	71	1	42	11	3	29
Confl. Peds. (#/hr)	1			3		6	2			3	2	1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
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%	
Adj. Flow (vph)	190	1804	443	94	798	25	74	1	44	11	3	30
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	190	2247	0	94	823	0	38	37	44	11	33	0
Intersection Summary												

Timings

4: Broken Sound Parkway & Clint Moore Road

EX AM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	182	1732	90	766	71	1	42	11	3
Future Volume (vph)	182	1732	90	766	71	1	42	11	3
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	8.0	18.0	5.0	18.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
Total Split (s)	25.0	101.0	25.0	101.0	27.0	27.0	27.0	27.0	27.0
Total Split (%)	13.9%	56.1%	13.9%	56.1%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	135.9	125.3	134.5	124.7	9.9	9.9	9.9	8.3	8.3
Actuated g/C Ratio	0.76	0.70	0.75	0.69	0.06	0.06	0.06	0.05	0.05
v/c Ratio	0.37	0.65	0.59	0.24	0.41	0.40	0.23	0.14	0.32
Control Delay (s/veh)	7.4	17.3	37.9	11.1	95.0	94.1	2.8	86.0	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.4	17.3	37.9	11.1	95.0	94.1	2.8	86.0	35.9
LOS	A	B	D	B	F	F	A	F	D
Approach Delay (s/veh)		16.5		13.8		60.6			48.4
Approach LOS		B		B		E			D

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 17.7

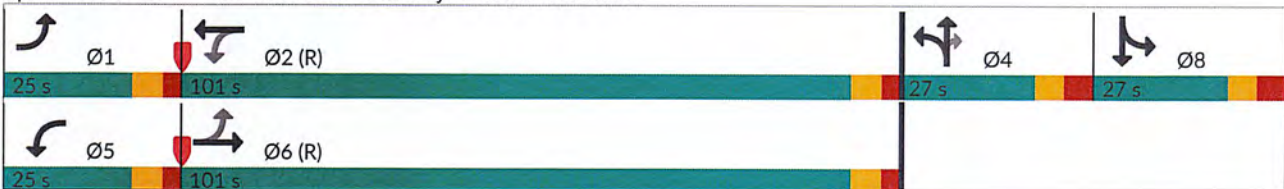
Intersection LOS: B

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Queues

4: Broken Sound Parkway & Clint Moore Road

EX AM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	2247	94	823	38	37	44	11	33
v/c Ratio	0.37	0.65	0.59	0.24	0.41	0.40	0.23	0.14	0.32
Control Delay (s/veh)	7.4	17.3	37.9	11.1	95.0	94.1	2.8	86.0	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.4	17.3	37.9	11.1	95.0	94.1	2.8	86.0	35.9
Queue Length 50th (ft)	51	519	32	128	46	45	0	13	4
Queue Length 95th (ft)	85	679	101	173	92	90	0	37	45
Internal Link Dist (ft)		669		348		3750			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	580	3449	240	3502	177	178	265	186	194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.65	0.39	0.24	0.21	0.21	0.17	0.06	0.17

Intersection Summary

HCM Signalized Intersection Capacity Analysis 4: Broken Sound Parkway & Clint Moore Road

EX AM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1732	425	90	766	24	71	1	42	11	3	29
Future Volume (vph)	182	1732	425	90	766	24	71	1	42	11	3	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1769	4935		1770	5057		1681	1688	1549	1770	1588	
Flt Permitted	0.32	1.00		0.05	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	588	4935		91	5057		1681	1688	1549	1770	1588	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	190	1804	443	94	798	25	74	1	44	11	3	30
RTOR Reduction (vph)	0	15	0	0	1	0	0	0	42	0	29	0
Lane Group Flow (vph)	190	2232	0	94	822	0	38	37	2	11	4	0
Confl. Peds. (#/hr)	1			3		6	2		3	2		1
Confl. Bikes (#/hr)									1			
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Actuated Green, G (s)	134.2	123.7		133.0	123.1		8.3	8.3	8.3	8.3	8.3	
Effective Green, g (s)	134.2	123.7		133.0	123.1		8.3	8.3	8.3	8.3	8.3	
Actuated g/C Ratio	0.75	0.69		0.74	0.68		0.05	0.05	0.05	0.05	0.05	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	507	3391		159	3458		77	77	71	81	73	
v/s Ratio Prot	0.02	c0.45		c0.03	0.16		c0.02	0.02		c0.01	0.00	
v/s Ratio Perm	0.26			0.40					0.00			
v/c Ratio	0.37	0.66		0.59	0.24		0.49	0.48	0.03	0.14	0.06	
Uniform Delay, d1	6.6	16.1		22.1	10.7		83.8	83.7	82.0	82.4	82.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	1.0		5.8	0.2		4.9	4.7	0.2	0.8	0.3	
Delay (s)	7.1	17.1		27.9	10.9		88.7	88.4	82.2	83.2	82.5	
Level of Service	A	B		C	B		F	F	F	F	F	
Approach Delay (s/veh)		16.3			12.6			86.2			82.6	
Approach LOS		B			B			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		18.5			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		180.0			Sum of lost time (s)			29.8				
Intersection Capacity Utilization		77.9%			ICU Level of Service			D				
Analysis Period (min)		15										

c Critical Lane Group

Volume
5: Broken Sound Boulevard & Yamato Road

EX AM
10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Future Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
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%	
Adj. Flow (vph)	373	1838	270	20	1006	69	126	133	54	65	52	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	1838	270	20	1006	69	126	133	54	65	52	86
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

EX AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Future Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	59.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	45.0	115.0	115.0	20.0	90.0	90.0	23.0	45.0	45.0	22.0	22.0	22.0
Total Split (%)	25.0%	63.9%	63.9%	11.1%	50.0%	50.0%	12.8%	25.0%	25.0%	12.2%	12.2%	12.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	24.9	118.5	118.5	100.8	94.7	94.7	11.9	36.5	36.5	15.1	15.1	15.1
Actuated g/C Ratio	0.14	0.66	0.66	0.56	0.53	0.53	0.07	0.20	0.20	0.08	0.08	0.08
v/c Ratio	0.79	0.44	0.24	0.13	0.30	0.08	0.56	0.35	0.13	0.62	0.33	0.30
Control Delay (s/veh)	87.1	16.4	2.1	13.8	25.4	0.2	90.5	63.0	0.7	103.4	82.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.1	16.4	2.1	13.8	25.4	0.2	90.5	63.0	0.7	103.4	82.1	2.6
LOS	F	B	A	B	C	A	F	E	A	F	F	A
Approach Delay (s/veh)		25.5			23.6			63.3			55.3	
Approach LOS		C			C			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 30 (17%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 185

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 29.4

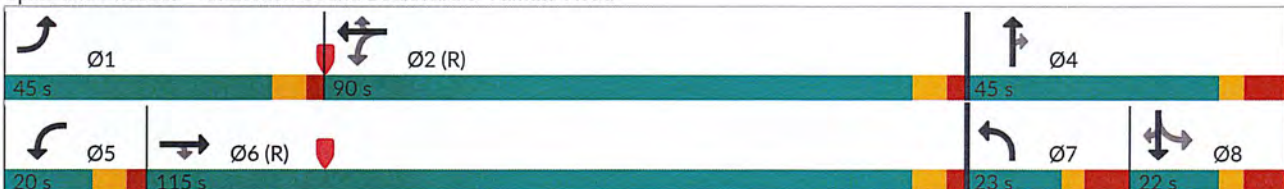
Intersection LOS: C

Intersection Capacity Utilization 89.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

EX AM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	373	1838	270	20	1006	69	126	133	54	65	52	86
v/c Ratio	0.79	0.44	0.24	0.13	0.30	0.08	0.56	0.35	0.13	0.62	0.33	0.30
Control Delay (s/veh)	87.1	16.4	2.1	13.8	25.4	0.2	90.5	63.0	0.7	103.4	82.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.1	16.4	2.1	13.8	25.4	0.2	90.5	63.0	0.7	103.4	82.1	2.6
Queue Length 50th (ft)	223	318	0	7	192	0	75	136	0	75	59	0
Queue Length 95th (ft)	275	388	42	19	253	0	112	197	0	132	107	0
Internal Link Dist (ft)		705			1786			420			2928	
Turn Bay Length (ft)	550		560	530		330	200		220	130		
Base Capacity (vph)	719	4241	1113	223	3381	909	265	400	424	110	163	293
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.43	0.24	0.09	0.30	0.08	0.48	0.33	0.13	0.59	0.32	0.29
Intersection Summary												

HCM Signalized Intersection Capacity Analysis

5: Broken Sound Boulevard & Yamato Road

EX AM
10/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Future Volume (vph)	351	1728	254	19	946	65	118	125	51	61	49	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lane Util. Factor	0.97	0.86	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	6408	1546	1770	6408	1558	3433	1863	1556	1766	1863	1556
Flt Permitted	0.95	1.00	1.00	0.10	1.00	1.00	0.95	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	3433	6408	1546	187	6408	1558	3433	1863	1556	1249	1863	1556
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	373	1838	270	20	1006	69	126	133	54	65	52	86
RTOR Reduction (vph)	0	0	97	0	0	33	0	0	43	0	0	79
Lane Group Flow (vph)	373	1838	173	20	1006	36	126	133	11	65	52	7
Confl. Peds. (#/hr)	2		1			3			4	2		
Confl. Bikes (#/hr)			3						1			2
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Actuated Green, G (s)	24.9	115.6	115.6	98.5	94.6	94.6	11.9	36.5	36.5	15.2	15.2	15.2
Effective Green, g (s)	24.9	115.6	115.6	98.5	94.6	94.6	11.9	36.5	36.5	15.2	15.2	15.2
Actuated g/C Ratio	0.14	0.64	0.64	0.55	0.53	0.53	0.07	0.20	0.20	0.08	0.08	0.08
Clearance Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	474	4115	992	136	3367	818	226	377	315	105	157	131
v/s Ratio Prot	c0.11	c0.29		0.00	0.16		0.04	c0.07			0.03	
v/s Ratio Perm			0.11	0.08		0.02			0.01	c0.05		0.00
v/c Ratio	0.79	0.45	0.17	0.15	0.30	0.04	0.56	0.35	0.03	0.62	0.33	0.06
Uniform Delay, d1	75.0	16.2	13.0	18.7	24.0	20.7	81.5	61.6	57.6	79.6	77.6	75.8
Progression 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
Incremental Delay, d2	8.4	0.4	0.4	0.5	0.2	0.1	3.0	0.6	0.0	10.4	1.2	0.2
Delay (s)	83.4	16.5	13.4	19.2	24.3	20.8	84.5	62.2	57.7	90.0	78.9	76.0
Level of Service	F	B	B	B	C	C	F	E	E	F	E	E
Approach Delay (s/veh)		26.2			24.0			70.4			81.2	
Approach LOS		C			C			E			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			31.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			33.4		
Intersection Capacity Utilization			89.6%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

Volume
6: Broken Sound Parkway

EX AM
10/21/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	237	27	46	386	4	6
Future Volume (vph)	237	27	46	386	4	6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	249	28	48	406	4	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	277	0	48	406	4	6
Intersection Summary						

HCM 7th TWSC
6: Broken Sound Parkway

EX AM
10/21/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	237	27	46	386	4	6
Future Vol, veh/h	237	27	46	386	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	195	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	28	48	406	4	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	278
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1282
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1282
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.84	10.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	439	884	-	-	1282	-
HCM Lane V/C Ratio	0.01	0.007	-	-	0.038	-
HCM Control Delay (s/veh)	13.3	9.1	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Volume

EX AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 09/21/2025

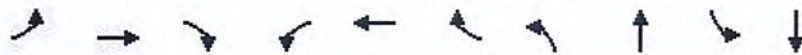
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	57	22	194	35	7	28	292	830	111	76	617	90
Future Volume (vph)	57	22	194	35	7	28	292	830	111	76	617	90
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
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%	
Adj. Flow (vph)	60	23	204	37	7	29	307	874	117	80	649	95
Shared Lane Traffic (%)	32%			41%								
Lane Group Flow (vph)	41	42	204	22	22	29	307	991	0	80	744	0
Intersection Summary												

Timings

EX AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

10/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	57	22	194	35	7	28	292	830	76	617
Future Volume (vph)	57	22	194	35	7	28	292	830	76	617
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4		8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	18.0	5.0	18.0
Minimum Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	11.8	50.8	11.8	48.8
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	30.0	96.0	20.0	86.0
Total Split (%)	17.8%	17.8%	17.8%	17.8%	17.8%	17.8%	16.7%	53.3%	11.1%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	10.3	10.3	10.3	8.0	8.0	8.0	141.5	128.0	131.8	123.1
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.79	0.71	0.73	0.68
v/c Ratio	0.43	0.43	0.72	0.30	0.29	0.14	0.53	0.28	0.18	0.22
Control Delay (s/veh)	94.2	93.9	23.9	92.8	92.3	1.4	8.9	10.4	6.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.2	93.9	23.9	92.8	92.3	1.4	8.9	10.4	6.4	11.7
LOS	F	F	C	F	F	A	A	B	A	B
Approach Delay (s/veh)		44.2			56.3			10.1		11.2
Approach LOS		D			E			B		B

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 169 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 15.8

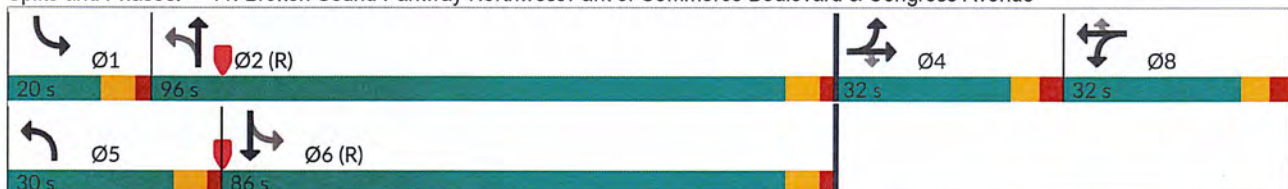
Intersection LOS: B

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

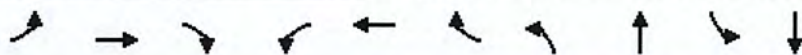


Queues

EX AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue

09/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	42	204	22	22	29	307	991	80	744
v/c Ratio	0.43	0.43	0.72	0.30	0.29	0.14	0.53	0.28	0.18	0.22
Control Delay (s/veh)	94.2	93.9	23.9	92.8	92.3	1.4	8.9	10.4	6.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.2	93.9	23.9	92.8	92.3	1.4	8.9	10.4	6.4	11.7
Queue Length 50th (ft)	50	51	0	27	27	0	84	147	19	113
Queue Length 95th (ft)	95	97	88	63	63	0	145	213	41	172
Internal Link Dist (ft)		2884			663			691		606
Turn Bay Length (ft)	190			300			200		200	
Base Capacity (vph)	233	240	395	233	237	347	642	3547	477	3416
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.18	0.52	0.09	0.09	0.08	0.48	0.28	0.17	0.22

Intersection Summary

HCM Signalized Intersection Capacity Analysis

EX AM

11: Broken Sound Parkway Northwest/Park of Commerce Boulevard & Congress Avenue 10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	22	194	35	7	28	292	830	111	76	617	90
Future Volume (vph)	57	22	194	35	7	28	292	830	111	76	617	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	0.98	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1730	1583	1681	1711	1583	1769	4983		1769	4988	
Flt Permitted	0.95	0.98	1.00	0.95	0.97	1.00	0.33	1.00		0.27	1.00	
Satd. Flow (perm)	1681	1730	1583	1681	1711	1583	621	4983		508	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	60	23	204	37	7	29	307	874	117	80	649	95
RTOR Reduction (vph)	0	0	192	0	0	28	0	6	0	0	6	0
Lane Group Flow (vph)	41	42	12	22	22	1	307	985	0	80	738	0
Confl. Peds. (#/hr)							2			1		
Confl. Bikes (#/hr)									1			
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.3	10.3	10.3	6.8	6.8	6.8	140.2	126.5		130.4	121.6	
Effective Green, g (s)	10.3	10.3	10.3	6.8	6.8	6.8	140.2	126.5		130.4	121.6	
Actuated g/C Ratio	0.06	0.06	0.06	0.04	0.04	0.04	0.78	0.70		0.72	0.68	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	96	98	90	63	64	59	571	3501		429	3369	
v/s Ratio Prot	c0.02	0.02		c0.01	0.01		c0.04	0.20		0.01	0.15	
v/s Ratio Perm			0.01			0.00	c0.38			0.13		
v/c Ratio	0.43	0.43	0.13	0.35	0.34	0.02	0.54	0.28		0.19	0.22	
Uniform Delay, d1	82.0	82.0	80.6	84.4	84.4	83.4	5.7	9.9		7.2	11.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	3.0	0.7	3.3	3.2	0.1	1.0	0.2		0.2	0.1	
Delay (s)	85.0	85.0	81.2	87.8	87.6	83.5	6.7	10.1		7.4	11.3	
Level of Service	F	F	F	F	F	F	A	B		A	B	
Approach Delay (s/veh)		82.3			86.0			9.3			10.9	
Approach LOS		F			F			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			20.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			27.6		
Intersection Capacity Utilization			57.2%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Volume
1: Broken Sound Boulevard & Broken Sound Parkway

EX PM
10/21/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	149	222	135	130	137	56
Future Volume (vph)	149	222	135	130	137	56
Confl. Peds. (#/hr)					3	
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	216	322	196	188	199	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	538	0	0	384	199	81
Intersection Summary						

HCM 7th AWSC
1: Broken Sound Boulevard & Broken Sound Parkway

EX PM
10/21/2025

Intersection

Intersection Delay, s/veh 14.1
Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	149	222	135	130	137	56
Future Vol, veh/h	149	222	135	130	137	56
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	216	322	196	188	199	81
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	14.8	13.7	13.5
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	76%	0%
Vol Thru, %	0%	0%	100%	18%	24%	100%
Vol Right, %	0%	100%	0%	82%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	56	99	272	178	87
LT Vol	137	0	0	0	135	0
Through Vol	0	0	99	50	43	87
RT Vol	0	56	0	222	0	0
Lane Flow Rate	199	81	144	394	258	126
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.404	0.138	0.243	0.601	0.473	0.216
Departure Headway (Hd)	7.32	6.102	6.074	5.493	6.584	6.199
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	490	586	590	654	545	578
Service Time	5.073	3.854	3.823	3.242	4.338	3.953
HCM Lane V/C Ratio	0.406	0.138	0.244	0.602	0.473	0.218
HCM Control Delay, s/veh	15	9.8	10.8	16.2	15.2	10.7
HCM Lane LOS	B	A	B	C	C	B
HCM 95th-tile Q	1.9	0.5	0.9	4	2.5	0.8

Volume

EX PM

4: Broken Sound Parkway & Clint Moore Road

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	8	988	128	24	1786	3	378	1	123	16	3	28
Future Volume (vph)	8	988	128	24	1786	3	378	1	123	16	3	28
Confl. Peds. (#/hr)				8								
Confl. Bikes (#/hr)									6			
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 (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	1062	138	26	1920	3	406	1	132	17	3	30
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	9	1200	0	26	1923	0	203	204	132	17	33	0
Intersection Summary												

Timings

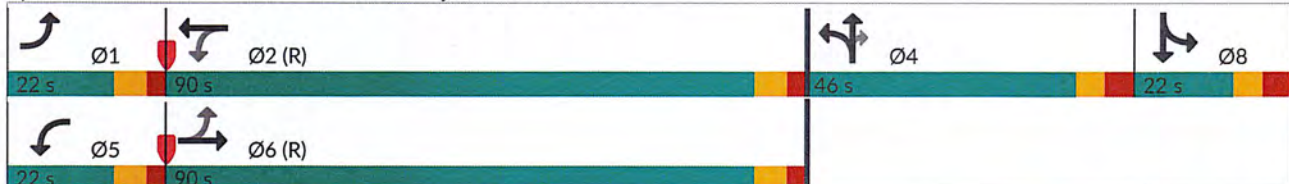
4: Broken Sound Parkway & Clint Moore Road

EX PM

10/21/2025

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	8	988	24	1786	378	1	123	16	3
Future Volume (vph)	8	988	24	1786	378	1	123	16	3
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	8.0	18.0	5.0	18.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.9	43.9	11.9	39.9	41.0	41.0	41.0	35.0	35.0
Total Split (s)	22.0	90.0	22.0	90.0	46.0	46.0	46.0	22.0	22.0
Total Split (%)	12.2%	50.0%	12.2%	50.0%	25.6%	25.6%	25.6%	12.2%	12.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	Min	Min
Act Effct Green (s)	117.6	112.8	118.0	115.1	27.7	27.7	27.7	8.3	8.3
Actuated g/C Ratio	0.65	0.63	0.66	0.64	0.15	0.15	0.15	0.05	0.05
v/c Ratio	0.06	0.38	0.09	0.59	0.78	0.78	0.37	0.21	0.32
Control Delay (s/veh)	12.8	18.1	12.5	21.5	92.4	92.5	11.5	88.5	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	18.1	12.5	21.5	92.4	92.5	11.5	88.5	35.6
LOS	B	B	B	C	F	F	B	F	D
Approach Delay (s/veh)		18.1		21.4		72.6			53.6
Approach LOS		B		C		E			D
Intersection Summary									
Cycle Length: 180									
Actuated Cycle Length: 180									
Offset: 85 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green									
Natural Cycle: 145									
Control Type: Actuated-Coordinated									
Maximum v/c Ratio: 0.78									
Intersection Signal Delay (s/veh): 28.1					Intersection LOS: C				
Intersection Capacity Utilization 64.2%					ICU Level of Service C				
Analysis Period (min) 15									

Splits and Phases: 4: Broken Sound Parkway & Clint Moore Road



Queues

4: Broken Sound Parkway & Clint Moore Road

EX PM

10/21/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	9	1200	26	1923	203	204	132	17	33
v/c Ratio	0.06	0.38	0.09	0.59	0.78	0.78	0.37	0.21	0.32
Control Delay (s/veh)	12.8	18.1	12.5	21.5	92.4	92.5	11.5	88.5	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	18.1	12.5	21.5	92.4	92.5	11.5	88.5	35.6
Queue Length 50th (ft)	3	259	10	411	246	248	0	20	4
Queue Length 95th (ft)	13	345	26	663	331	332	63	49	44
Internal Link Dist (ft)		676		348		3829			236
Turn Bay Length (ft)	230		200				260		
Base Capacity (vph)	226	3169	359	3285	358	359	435	138	154
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.38	0.07	0.59	0.57	0.57	0.30	0.12	0.21

Intersection Summary

HCM Signalized Intersection Capacity Analysis 4: Broken Sound Parkway & Clint Moore Road

EX PM
10/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	988	128	24	1786	3	378	1	123	16	3	28
Future Volume (vph)	8	988	128	24	1786	3	378	1	123	16	3	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1787	5047		1787	5134		1698	1702	1566	1787	1625	
Flt Permitted	0.07	1.00		0.19	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	130	5047		356	5134		1698	1702	1566	1787	1625	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	1062	138	26	1920	3	406	1	132	17	3	30
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	112	0	29	0
Lane Group Flow (vph)	9	1193	0	26	1923	0	203	204	20	17	4	0
Confl. Peds. (#/hr)	8											
Confl. Bikes (#/hr)	6											
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2					4			
Actuated Green, G (s)	113.2	110.0		115.2	111.0		27.7	27.7	27.7	8.3	8.3	
Effective Green, g (s)	113.2	110.0		115.2	111.0		27.7	27.7	27.7	8.3	8.3	
Actuated g/C Ratio	0.63	0.61		0.64	0.62		0.15	0.15	0.15	0.05	0.05	
Clearance Time (s)	6.9	6.9		6.9	6.9		8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	111	3084		261	3165		261	261	240	82	74	
v/s Ratio Prot	0.00	0.24		c0.00	c0.37		0.12	c0.12		c0.01	0.00	
v/s Ratio Perm	0.05			0.06					0.01			
v/c Ratio	0.08	0.39		0.10	0.61		0.78	0.78	0.08	0.21	0.06	
Uniform Delay, d1	16.3	17.8		12.7	21.1		73.2	73.2	65.3	82.7	82.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.4		0.2	0.9		13.6	14.1	0.2	1.3	0.3	
Delay (s)	16.6	18.2		12.8	22.0		86.8	87.3	65.4	83.9	82.5	
Level of Service	B	B		B	C		F	F	E	F	F	
Approach Delay (s/veh)		18.2			21.9			81.7			83.0	
Approach LOS		B			C			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		30.1					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		180.0					Sum of lost time (s)		29.8			
Intersection Capacity Utilization		64.2%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

Volume
5: Broken Sound Boulevard & Yamato Road

EX PM
10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Future Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Confl. Peds. (#/hr)	1		2	1		2			2	3		4
Confl. Bikes (#/hr)			1			2			5			
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%	
Adj. Flow (vph)	119	1124	102	30	2047	38	285	95	55	71	82	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	1124	102	30	2047	38	285	95	55	71	82	365
Intersection Summary												

Timings

5: Broken Sound Boulevard & Yamato Road

EX PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Future Volume (vph)	111	1045	95	28	1904	35	265	88	51	66	76	339
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6	2		2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	18.0	18.0	5.0	18.0	18.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.3	49.3	49.3	12.3	49.3	49.3	14.4	59.4	59.4	59.4	59.4	59.4
Total Split (s)	20.0	84.0	84.0	25.0	89.0	89.0	29.0	71.0	71.0	42.0	42.0	42.0
Total Split (%)	11.1%	46.7%	46.7%	13.9%	49.4%	49.4%	16.1%	39.4%	39.4%	23.3%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	6.0	6.0	6.0	6.0	6.0	6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	9.4	9.4	9.4	9.4	9.4	9.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	11.1	92.6	92.6	92.5	85.7	85.7	18.5	59.2	59.2	31.3	31.3	31.3
Actuated g/C Ratio	0.06	0.51	0.51	0.51	0.48	0.48	0.10	0.33	0.33	0.17	0.17	0.17
v/c Ratio	0.56	0.34	0.12	0.12	0.67	0.05	0.81	0.16	0.10	0.32	0.25	0.96
Control Delay (s/veh)	92.3	27.1	1.3	18.9	38.3	0.1	97.0	42.7	4.7	68.7	65.9	81.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.3	27.1	1.3	18.9	38.3	0.1	97.0	42.7	4.7	68.7	65.9	81.7
LOS	F	C	A	B	D	A	F	D	A	E	E	F
Approach Delay (s/veh)		30.9			37.3			73.5			77.4	
Approach LOS		C			D			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 13 (7%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 43.6

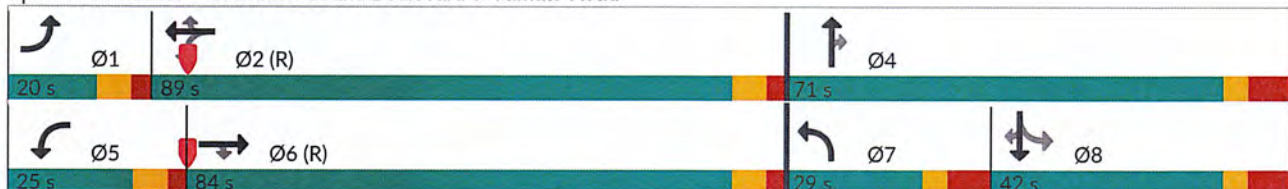
Intersection LOS: D

Intersection Capacity Utilization 88.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Broken Sound Boulevard & Yamato Road



Queues

5: Broken Sound Boulevard & Yamato Road

EX PM

10/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	1124	102	30	2047	38	285	95	55	71	82	365
v/c Ratio	0.56	0.34	0.12	0.12	0.67	0.05	0.81	0.16	0.10	0.32	0.25	0.96
Control Delay (s/veh)	92.3	27.1	1.3	18.9	38.3	0.1	97.0	42.7	4.7	68.7	65.9	81.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.3	27.1	1.3	18.9	38.3	0.1	97.0	42.7	4.7	68.7	65.9	81.7
Queue Length 50th (ft)	71	237	0	15	554	0	171	78	0	74	84	289
Queue Length 95th (ft)	109	270	11	33	599	0	227	127	23	130	142	#498
Internal Link Dist (ft)		705			1786			420			2975	
Turn Bay Length (ft)	550		560	530		330	200		220	130		
Base Capacity (vph)	242	3295	861	356	3051	815	373	637	578	234	339	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.12	0.08	0.67	0.05	0.76	0.15	0.10	0.30	0.24	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.