

## **APPENDIX I**

### **SURFACE TRANSPORTATION**

This appendix contains relevant traffic data and FDOT guidance for the traffic analysis conducted for this DEIS. The following files are included:

- Appendix I-1 FDOT Generalized Annual Average Daily Volumes for Florida's Urbanized Areas
- Appendix I-2 Palm Beach County Traffic Division Historic Traffic Growth Table (2006)

**APPENDIX I-1**

**FDOT GENERALIZED ANNUAL AVERAGE DAILY  
VOLUMES FOR FLORIDA'S URBANIZED AREAS**

TABLE 4 - 1

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S URBANIZED AREAS\*

| UNINTERRUPTED FLOW HIGHWAYS  |                  |                 |                    |         |         | FREEWAYS  |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
|--|------------------|-----------------|--------------------|---------|---------|---|---|---|---|---|---|-------------|-------|-------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--|--------|--------|--------|--------|---------|--|-------|--------|--------|--------|--------|---|--------|-----------------|--------------------|---|---------|---|------------------|--------|-----------|--------|--------|-------|-----------|--------|--------|---------|-----------|-------|--------|--------|---------|---------|---------|---------|--------|---------|---------|---------|---------|---------|--------|---------|---------|---------|---------|----|--------|---------|---------|---------|---------|
| <p>Level of Service</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>2,200</td> <td>7,600</td> <td>15,000</td> <td>21,300</td> <td>27,100</td> </tr> <tr> <td>4 Divided</td> <td>20,400</td> <td>33,000</td> <td>47,800</td> <td>61,800</td> <td>70,200</td> </tr> <tr> <td>6 Divided</td> <td>30,500</td> <td>49,500</td> <td>71,600</td> <td>92,700</td> <td>105,400</td> </tr> </tbody> </table>  |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | 2,200 | 7,600 | 15,000 | 21,300 | 27,100 | 4 Divided | 20,400 | 33,000 | 47,800 | 61,800 | 70,200 | 6 Divided  | 30,500 | 49,500 | 71,600 | 92,700 | 105,400 | <p>Interchange spacing ≥ 2 mi. apart</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>23,800</td> <td>39,600</td> <td>55,200</td> <td>67,100</td> <td>74,600</td> </tr> <tr> <td>6</td> <td>36,900</td> <td>61,100</td> <td>85,300</td> <td>103,600</td> <td>115,300</td> </tr> <tr> <td>8</td> <td>49,900</td> <td>82,700</td> <td>115,300</td> <td>140,200</td> <td>156,000</td> </tr> <tr> <td>10</td> <td>63,000</td> <td>104,200</td> <td>145,500</td> <td>176,900</td> <td>196,400</td> </tr> <tr> <td>12</td> <td>75,900</td> <td>125,800</td> <td>175,500</td> <td>213,500</td> <td>237,100</td> </tr> </tbody> </table> |       |        |        |        |        | Lanes   | A      | B               | C                  | D | E       | 4   | 23,800           | 39,600 | 55,200    | 67,100 | 74,600 | 6     | 36,900    | 61,100 | 85,300 | 103,600 | 115,300   | 8     | 49,900 | 82,700 | 115,300 | 140,200 | 156,000 | 10      | 63,000 | 104,200 | 145,500 | 176,900 | 196,400 | 12      | 75,900 | 125,800 | 175,500 | 213,500 | 237,100 |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | 2,200            | 7,600           | 15,000             | 21,300  | 27,100  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | 20,400           | 33,000          | 47,800             | 61,800  | 70,200  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | 30,500           | 49,500          | 71,600             | 92,700  | 105,400 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4  | 23,800           | 39,600          | 55,200             | 67,100  | 74,600  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6  | 36,900           | 61,100          | 85,300             | 103,600 | 115,300 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8  | 49,900           | 82,700          | 115,300            | 140,200 | 156,000 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 10   | 63,000           | 104,200         | 145,500            | 176,900 | 196,400 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 12   | 75,900           | 125,800         | 175,500            | 213,500 | 237,100 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>STATE TWO-WAY ARTERIALS</p> <p>Class I (&gt;0.00 to 1.99 signalized intersections per mile)</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>4,200</td> <td>13,800</td> <td>16,400</td> <td>16,900</td> </tr> <tr> <td>4 Divided</td> <td>4,800</td> <td>29,300</td> <td>34,700</td> <td>35,700</td> <td>***</td> </tr> <tr> <td>6 Divided</td> <td>7,300</td> <td>44,700</td> <td>52,100</td> <td>53,500</td> <td>***</td> </tr> <tr> <td>8 Divided</td> <td>9,400</td> <td>58,000</td> <td>66,100</td> <td>67,800</td> <td>***</td> </tr> </tbody> </table>   |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | 4,200 | 13,800 | 16,400 | 16,900 | 4 Divided | 4,800  | 29,300 | 34,700 | 35,700 | ***    | 6 Divided  | 7,300  | 44,700 | 52,100 | 53,500 | ***     | 8 Divided  | 9,400 | 58,000 | 66,100 | 67,800 | ***    | <p>Interchange spacing &lt; 2 mi. apart</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>22,000</td> <td>36,000</td> <td>52,000</td> <td>67,200</td> <td>76,500</td> </tr> <tr> <td>6</td> <td>34,800</td> <td>56,500</td> <td>81,700</td> <td>105,800</td> <td>120,200</td> </tr> <tr> <td>8</td> <td>47,500</td> <td>77,000</td> <td>111,400</td> <td>144,300</td> <td>163,900</td> </tr> <tr> <td>10</td> <td>60,200</td> <td>97,500</td> <td>141,200</td> <td>182,600</td> <td>207,600</td> </tr> <tr> <td>12</td> <td>72,900</td> <td>118,100</td> <td>170,900</td> <td>221,100</td> <td>251,200</td> </tr> </tbody> </table>  |        |                 |                    |   |         | Lanes                                       | A                | B      | C         | D      | E      | 4     | 22,000    | 36,000 | 52,000 | 67,200  | 76,500    | 6     | 34,800 | 56,500 | 81,700  | 105,800 | 120,200 | 8       | 47,500 | 77,000  | 111,400 | 144,300 | 163,900 | 10      | 60,200 | 97,500  | 141,200 | 182,600 | 207,600 | 12 | 72,900 | 118,100 | 170,900 | 221,100 | 251,200 |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | 4,200           | 13,800             | 16,400  | 16,900  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | 4,800            | 29,300          | 34,700             | 35,700  | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | 7,300            | 44,700          | 52,100             | 53,500  | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8 Divided  | 9,400            | 58,000          | 66,100             | 67,800  | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4  | 22,000           | 36,000          | 52,000             | 67,200  | 76,500  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6  | 34,800           | 56,500          | 81,700             | 105,800 | 120,200 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8  | 47,500           | 77,000          | 111,400            | 144,300 | 163,900 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 10   | 60,200           | 97,500          | 141,200            | 182,600 | 207,600 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 12   | 72,900           | 118,100         | 170,900            | 221,100 | 251,200 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>Class II (2.00 to 4.50 signalized intersections per mile)</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>1,900</td> <td>11,200</td> <td>15,400</td> <td>16,300</td> </tr> <tr> <td>4 Divided</td> <td>**</td> <td>4,100</td> <td>26,000</td> <td>32,700</td> <td>34,500</td> </tr> <tr> <td>6 Divided</td> <td>**</td> <td>6,500</td> <td>40,300</td> <td>49,200</td> <td>51,800</td> </tr> <tr> <td>8 Divided</td> <td>**</td> <td>8,500</td> <td>53,300</td> <td>63,800</td> <td>67,000</td> </tr> </tbody> </table>  |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | 1,900 | 11,200 | 15,400 | 16,300 | 4 Divided | **     | 4,100  | 26,000 | 32,700 | 34,500 | 6 Divided  | **     | 6,500  | 40,300 | 49,200 | 51,800  | 8 Divided  | **    | 8,500  | 53,300 | 63,800 | 67,000 | <p><b>BICYCLE MODE</b></p> <p>(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1"> <thead> <tr> <th>Paved Shoulder/<br/>Bicycle Lane<br/>Coverage</th> <th colspan="5">Level of Service</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>3,200</td> <td>13,800</td> <td>&gt;13,800</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>2,500</td> <td>4,100</td> <td>&gt;4,100</td> <td>***</td> </tr> <tr> <td>85-100%</td> <td>3,100</td> <td>7,200</td> <td>&gt;7,200</td> <td>***</td> <td>***</td> </tr> </tbody> </table> |        |                 |                    |   |         | Paved Shoulder/<br>Bicycle Lane<br>Coverage | Level of Service |        |           |        |        |       | A         | B      | C      | D       | E         | 0-49% | **     | **     | 3,200   | 13,800  | >13,800 | 50-84%  | **     | 2,500   | 4,100   | >4,100  | ***     | 85-100% | 3,100  | 7,200   | >7,200  | ***     | ***     |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | 1,900           | 11,200             | 15,400  | 16,300  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | **               | 4,100           | 26,000             | 32,700  | 34,500  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | **               | 6,500           | 40,300             | 49,200  | 51,800  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8 Divided  | **               | 8,500           | 53,300             | 63,800  | 67,000  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Paved Shoulder/<br>Bicycle Lane<br>Coverage  | Level of Service |                 |                    |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
|  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 0-49%  | **               | **              | 3,200              | 13,800  | >13,800 |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 50-84%   | **               | 2,500           | 4,100              | >4,100  | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 85-100%  | 3,100            | 7,200           | >7,200             | ***     | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>**</td> <td>5,300</td> <td>12,600</td> <td>15,500</td> </tr> <tr> <td>4 Divided</td> <td>**</td> <td>**</td> <td>12,400</td> <td>28,900</td> <td>32,800</td> </tr> <tr> <td>6 Divided</td> <td>**</td> <td>**</td> <td>19,500</td> <td>44,700</td> <td>49,300</td> </tr> <tr> <td>8 Divided</td> <td>**</td> <td>**</td> <td>25,800</td> <td>58,700</td> <td>63,800</td> </tr> </tbody> </table> |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | **    | 5,300  | 12,600 | 15,500 | 4 Divided | **     | **     | 12,400 | 28,900 | 32,800 | 6 Divided  | **     | **     | 19,500 | 44,700 | 49,300  | 8 Divided  | **    | **     | 25,800 | 58,700 | 63,800 | <p><b>PEDESTRIAN MODE</b></p> <p>(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1"> <thead> <tr> <th>Sidewalk Coverage</th> <th colspan="5">Level of Service</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>**</td> <td>6,400</td> <td>15,500</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>**</td> <td>**</td> <td>9,900</td> <td>19,000</td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>2,200</td> <td>11,300</td> <td>&gt;11,300</td> <td>***</td> </tr> </tbody> </table>                                    |        |                 |                    |   |         | Sidewalk Coverage                           | Level of Service |        |           |        |        |       | A         | B      | C      | D       | E         | 0-49% | **     | **     | **      | 6,400   | 15,500  | 50-84%  | **     | **      | **      | 9,900   | 19,000  | 85-100% | **     | 2,200   | 11,300  | >11,300 | ***     |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | **              | 5,300              | 12,600  | 15,500  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | **               | **              | 12,400             | 28,900  | 32,800  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | **               | **              | 19,500             | 44,700  | 49,300  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8 Divided  | **               | **              | 25,800             | 58,700  | 63,800  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Sidewalk Coverage  | Level of Service |                 |                    |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
|  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 0-49%  | **               | **              | **                 | 6,400   | 15,500  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 50-84%   | **               | **              | **                 | 9,900   | 19,000  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 85-100%  | **               | 2,200           | 11,300             | >11,300 | ***     |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>**</td> <td>5,200</td> <td>13,700</td> <td>15,000</td> </tr> <tr> <td>4 Divided</td> <td>**</td> <td>**</td> <td>12,300</td> <td>30,300</td> <td>31,700</td> </tr> <tr> <td>6 Divided</td> <td>**</td> <td>**</td> <td>19,100</td> <td>45,800</td> <td>47,600</td> </tr> <tr> <td>8 Divided</td> <td>**</td> <td>**</td> <td>25,900</td> <td>59,900</td> <td>62,200</td> </tr> </tbody> </table>      |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | **    | 5,200  | 13,700 | 15,000 | 4 Divided | **     | **     | 12,300 | 30,300 | 31,700 | 6 Divided  | **     | **     | 19,100 | 45,800 | 47,600  | 8 Divided  | **    | **     | 25,900 | 59,900 | 62,200 | <p><b>BUS MODE (Scheduled Fixed Route)</b></p> <p>Level of Service (Buses per hour)</p> <p>(Note: Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.)</p> <table border="1"> <thead> <tr> <th>Sidewalk Coverage</th> <th colspan="5">Level of Service</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-84%</td> <td>**</td> <td>&gt;5</td> <td>≥4</td> <td>≥3</td> <td>≥2</td> </tr> <tr> <td>85-100%</td> <td>&gt;6</td> <td>&gt;4</td> <td>≥3</td> <td>≥2</td> <td>≥1</td> </tr> </tbody> </table>   |        |                 |                    |   |         | Sidewalk Coverage                           | Level of Service |        |           |        |        |       | A         | B      | C      | D       | E         | 0-84% | **     | >5     | ≥4      | ≥3      | ≥2      | 85-100% | >6     | >4      | ≥3      | ≥2      | ≥1      |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | **              | 5,200              | 13,700  | 15,000  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | **               | **              | 12,300             | 30,300  | 31,700  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | **               | **              | 19,100             | 45,800  | 47,600  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 8 Divided  | **               | **              | 25,900             | 59,900  | 62,200  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Sidewalk Coverage  | Level of Service |                 |                    |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
|  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 0-84%  | **               | >5              | ≥4                 | ≥3      | ≥2      |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 85-100%  | >6               | >4              | ≥3                 | ≥2      | ≥1      |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p><b>NON-STATE ROADWAYS</b></p> <p>Major City/County Roadways</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>**</td> <td>9,100</td> <td>14,600</td> <td>15,600</td> </tr> <tr> <td>4 Divided</td> <td>**</td> <td>**</td> <td>21,400</td> <td>31,100</td> <td>32,900</td> </tr> <tr> <td>6 Divided</td> <td>**</td> <td>**</td> <td>33,400</td> <td>46,800</td> <td>49,300</td> </tr> </tbody> </table>   |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | **    | 9,100  | 14,600 | 15,600 | 4 Divided | **     | **     | 21,400 | 31,100 | 32,900 | 6 Divided  | **     | **     | 33,400 | 46,800 | 49,300  | <p><b>ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS</b></p> <p>(alter corresponding volume by the indicated percent)</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Left Turn Lanes</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>+5%</td> </tr> <tr> <td>2</td> <td>Undivided</td> <td>No</td> <td>-20%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>-25%</td> </tr> </tbody> </table>   |       |        |        |        |        | Lanes   | Median | Left Turn Lanes | Adjustment Factors | 2 | Divided | Yes   | +5%              | 2      | Undivided | No     | -20%   | Multi | Undivided | Yes    | -5%    | Multi   | Undivided | No    | -25%   |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | **              | 9,100              | 14,600  | 15,600  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | **               | **              | 21,400             | 31,100  | 32,900  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 6 Divided  | **               | **              | 33,400             | 46,800  | 49,300  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes  | Median           | Left Turn Lanes | Adjustment Factors |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2  | Divided          | Yes             | +5%                |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2  | Undivided        | No              | -20%               |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Multi  | Undivided        | Yes             | -5%                |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Multi  | Undivided        | No              | -25%               |         |         |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>Other Signalized Roadways (signalized intersection analysis)</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>**</td> <td>**</td> <td>4,800</td> <td>10,000</td> <td>12,600</td> </tr> <tr> <td>4 Divided</td> <td>**</td> <td>**</td> <td>11,100</td> <td>21,700</td> <td>25,200</td> </tr> </tbody> </table>  |                  |                 |                    |         |         | Lanes Divided   | A | B | C | D | E | 2 Undivided | **    | **    | 4,800  | 10,000 | 12,600 | 4 Divided | **     | **     | 11,100 | 21,700 | 25,200 | <p><b>ONE-WAY FACILITIES</b></p> <p>Multiply the corresponding two-directional volumes in this table by 0.6.</p> |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| Lanes Divided  | A                | B               | C                  | D       | E       |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 2 Undivided  | **               | **              | 4,800              | 10,000  | 12,600  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| 4 Divided  | **               | **              | 11,100             | 21,700  | 25,200  |   |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |
| <p>Source: Florida Department of Transportation Systems Planning Office<br/>605 Suwannee Street, MS 19<br/>Tallahassee, FL 32399-0450<br/><a href="http://www.dot.state.fl.us/planning/systems/sm/los/default.htm">http://www.dot.state.fl.us/planning/systems/sm/los/default.htm</a> 05/17/07</p>   |                  |                 |                    |         |         | <p>* Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.<br/>**Cannot be achieved using table input value defaults.<br/>***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</p> |   |   |   |   |   |             |       |       |        |        |        |           |        |        |        |        |        |  |        |        |        |        |         |  |       |        |        |        |        |   |        |                 |                    |   |         |   |                  |        |           |        |        |       |           |        |        |         |           |       |        |        |         |         |         |         |        |         |         |         |         |         |        |         |         |         |         |    |        |         |         |         |         |

**APPENDIX I-2**

**PALM BEACH COUNTY TRAFFIC DIVISION HISTORIC TRAFFIC GROWTH TABLE (2006)**



**PALM BEACH COUNTY  
TRAFFIC DIVISION  
HISTORIC TRAFFIC GROWTH TABLE**

**CURRENT YEAR – 2006**

*(For use after July 1, 2006)*

This document was developed as supporting information to be used in connection with Article 12 of the Unified Land Development Code, the Traffic Performance Standards. This table shows historical peak season daily traffic counts from 2001 to 2006 as well as a calculated growth rate for each count station. Note that technical and equipment difficulties invalidated the 2002 count data. The volumes shown for 2002 have been calculated as the average of the 2001 and 2003 counts. A 3-year timeframe was used to calculate the growth rate shown. Growth rates have not been tabulated based on peak hour volumes because it is generally understood that daily trends are more appropriate for forecasting. However, it is acknowledged that Article 12 of the ULDC allows for the consideration of peak hour growth rates. The use of peak hour growth rates in a traffic impact study will be considered on a case-by-case basis.

For the purposes of this report, the default time frame should be 2003 – 2006. Where a growth trend other than a compounded rate appears to be appropriate for a given count station, this may be proposed and will be considered for use in a traffic study on a case-by-case basis.

Engineering judgment should be exercised in the use of the growth rates presented, particularly in the following cases:

1. Where negative growth rates were caused by opening parallel road facilities, construction activity, or other extraordinary circumstances.
2. Where extraordinarily high growth rates resulted from new road improvements, opening of a high traffic generator (e.g. a regional mall), or a low initial count.
3. For projects with a lengthy build out time (5 years or more), an area-wide growth rate may be considered per Article 12 of the ULDC.

| STA  | ROAD           | FROM                  | TO                    | LANES | DAILY TRAFFIC VOLUMES |       |       |       |       | 2006 DAILY |       |        | 2006 AM PEAK HOUR* |       |       | 2006 PM PEAK HOUR* |       |       |
|------|----------------|-----------------------|-----------------------|-------|-----------------------|-------|-------|-------|-------|------------|-------|--------|--------------------|-------|-------|--------------------|-------|-------|
|      |                |                       |                       |       | 2001                  | 2002  | 2003  | 2004  | 2005  | DATE       | VOL   | GR     | 2-WAY              | NB/EB | SB/WB | 2-WAY              | NB/EB | SB/WB |
| 5209 | ATLANTIC AVE   | Tumpike               | Hagen Ranch Rd        | 4D    | 24825                 | 26106 | 27386 | 33267 | 34081 | 2/8/2006   | 35317 | 8.85%  | 3136               | 1603  | 1533  | 3376               | 1714  | 1696  |
| 5643 | ATLANTIC AVE   | Hagen Ranch Rd        | Jog Rd                | 4D    | 25482                 | 27701 | 29920 | 34474 | 36415 | 3/6/2006   | 35434 | 5.80%  | 2840               | 1816  | 1081  | 2814               | 1312  | 1544  |
| 5631 | ATLANTIC AVE   | Jog Rd                | El Clair Ranch Rd     | 6D    | 35514                 | 35063 | 34611 | 40907 | 40036 | 2/6/2006   | 37533 | 2.74%  | 2700               | 1591  | 1109  | 2877               | 1393  | 1532  |
| 5637 | ATLANTIC AVE   | El Clair Ranch Rd     | Military Tr           | 6D    | 37936                 | 38820 | 39704 | 40292 | 42199 | 2/8/2006   | 44924 | 4.20%  | 2571               | 1644  | 949   | 3667               | 1591  | 2124  |
| 5609 | ATLANTIC AVE   | Military Tr           | Barwick Rd            | 6D    | 38875                 | 38875 | 34100 | 34674 | 40873 | 2/8/2006   | 43311 | 8.30%  | 3132               | 1568  | 1602  | 3257               | 1456  | 1801  |
| 5659 | ATLANTIC AVE   | Barwick Rd            | Congress Ave          | 6D    | 38095                 | 38095 | 37391 | 37478 | 38363 | 2/8/2006   | 44336 | 5.84%  | 3241               | 2089  | 1294  | 3304               | 1614  | 1747  |
| 5211 | ATLANTIC AVE   | Congress Ave          | I-95                  | 6D    | 43952                 | 42237 | 40590 | 39007 | 37485 | 2/8/2006   | 45873 | 4.16%  | 3311               | 1687  | 1629  | 3315               | 1774  | 1560  |
| 5309 | ATLANTIC AVE   | I-95                  | 8th Ave SW            | 4D    | 38536                 | 37387 | 36272 | 35190 | 34140 | 3/28/2006  | 37951 | 1.52%  | 2528               | 1348  | 1201  | 2829               | 1309  | 1525  |
| 5815 | ATLANTIC AVE   | 8th Ave SW            | Swinton Ave           | 4D    | 28349                 | 28349 | 27965 | 27991 | 28429 | 2/23/2006  | 29753 | 2.09%  | 1781               | 1025  | 757   | 2114               | 1064  | 1131  |
| 5817 | ATLANTIC AVE   | Swinton Ave           | US-1                  | 2     | 13613                 | 13717 | 13820 | 13759 | 12252 | 3/1/2006   | 12471 | -3.37% | 824                | 506   | 318   | 790                | 462   | 339   |
| 5805 | ATLANTIC AVE   | US-1                  | A1A                   | 4     | 16787                 | 16035 | 15282 | 13802 | 16098 | 2/23/2006  | 17311 | 4.24%  | 837                | 425   | 412   | 1301               | 592   | 709   |
| 3658 | AUSTRALIAN AVE | Southern Blvd         | PBIA (Turnage Blvd)   | 6D    | 34855                 | 36667 | 38573 | 40578 | 42688 | 1/9/2006   | 41593 | 2.54%  | 4311               | 3227  | 1133  | 4673               | 1565  | 3162  |
| 3610 | AUSTRALIAN AVE | PBIA (Turnage Blvd)   | Belvedere Rd          | 6D    | 29820                 | 28866 | 28866 | 34759 | 40651 | 1/9/2006   | 40940 | 12.35% | 4108               | 3057  | 1091  | 4521               | 1549  | 2972  |
| 3309 | AUSTRALIAN AVE | Belvedere Rd          | Okeechobee Bl         | 4D    | 27185                 | 27615 | 28044 | 32794 | 32970 | 2/13/2006  | 32487 | 5.02%  | 3393               | 2361  | 1032  | 3394               | 1290  | 2104  |
| 3850 | AUSTRALIAN AVE | Okeechobee Bl         | Banyan Blvd           | 6D    | 32298                 | 33360 | 34421 | 36957 | 44002 | 1/19/2006  | 40535 | 5.60%  | 3516               | 2303  | 1215  | 4375               | 1438  | 2951  |
| 3924 | AUSTRALIAN AVE | Banyan Blvd           | Palm Beach Lakes Blvd | 4D    | 26854                 | 27362 | 27870 | 31167 | 34463 | 1/19/2006  | 29639 | 2.07%  | 2410               | 1244  | 1262  | 3048               | 1472  | 1576  |
| 3820 | AUSTRALIAN AVE | Palm Beach Lakes Blvd | 15th St               | 4D    | 29326                 | 29087 | 28847 | 31831 | 32425 | 1/25/2006  | 32136 | 3.66%  | 2509               | 1364  | 1190  | 2775               | 1490  | 1308  |
| 3816 | AUSTRALIAN AVE | 15th St               | 25th St               | 4D    | 30135                 | 29588 | 29040 | 33710 | 34077 | 1/25/2006  | 37429 | 8.83%  | 3085               | 1400  | 1685  | 3513               | 1560  | 2043  |
| 3810 | AUSTRALIAN AVE | 25th St               | 36th St               | 4D    | 28265                 | 27721 | 27177 | 28840 | 29412 | 1/25/2006  | 34166 | 7.93%  | 2883               | 1191  | 1692  | 3348               | 1539  | 1896  |
| 3802 | AUSTRALIAN AVE | 36th St               | 45th St               | 4D    | 28187                 | 29179 | 30171 | 31462 | 31677 | 1/25/2006  | 33103 | 3.14%  | 2632               | 1208  | 1431  | 3314               | 1521  | 1838  |
| 2306 | AUSTRALIAN AVE | 45th St               | Port Rd (SR 710)      | 4D    | 21356                 | 22277 | 23198 | 22244 | 23347 | 1/25/2006  | 22764 | -0.63% | 1585               | 756   | 842   | 2103               | 1153  | 950   |
| 2834 | AUSTRALIAN AVE | Port Rd (SR 710)      | Blue Heron Blvd       | 4D    | 15845                 | 16162 | 16479 | 15891 | 17568 | 1/25/2006  | 17182 | 1.40%  | 1315               | 612   | 733   | 1480               | 892   | 593   |

Tuesday, August 22, 2006 \*Note: Where no peak hour volumes are shown, the 2006 daily volume was estimated based on previous count data or collected without peak hour data. Page 5 of 43

| STA  | ROAD             | FROM               | TO               | LANES | DAILY TRAFFIC VOLUMES |       |       |       |       | 2006 DAILY |       |        | 2006 AM PEAK HOUR* |       |       | 2006 PM PEAK HOUR* |       |       |
|------|------------------|--------------------|------------------|-------|-----------------------|-------|-------|-------|-------|------------|-------|--------|--------------------|-------|-------|--------------------|-------|-------|
|      |                  |                    |                  |       | 2001                  | 2002  | 2003  | 2004  | 2005  | DATE       | VOL   | GR     | 2-WAY              | NB/EB | SB/WB | 2-WAY              | NB/EB | SB/WB |
| 7027 | AVE 'E'          | SR 715             | Main St          | 4     | 8841                  | 9203  | 9564  | 9032  | 9097  |            | 9300  | -0.93% |                    |       |       |                    |       |       |
| 7022 | AVE 'E'          | Main St            | CR 880           | 4     | 8044                  | 8716  | 9387  | 8714  | 8876  |            | 9200  | -0.67% |                    |       |       |                    |       |       |
| 3839 | BANYAN ST        | Tamarind Ave       | Australian Ave   | 5     | 17922                 | 18540 | 19158 | 25245 | 27573 | 2/13/2006  | 19207 | 0.09%  |                    |       |       |                    |       |       |
| 5628 | BARWICK RD       | Lake Ida Rd        | Atlantic Ave     | 2     | 11625                 | 12306 | 12987 | 13360 | 12426 | 2/8/2006   | 12565 | -1.10% | 1020               | 306   | 743   | 1083               | 661   | 422   |
| 1101 | BEELINE HWY      | Martin County Line | Indiantown Rd    | 2     | 8271                  | 8335  | 8398  | 8220  | 8203  | 3/15/2006  | 8276  | -0.49% | 723                | 524   | 258   | 616                | 247   | 369   |
| 1401 | BEELINE HWY      | Indiantown Rd      | Pratt-Whitney Rd | 2     | 5797                  | 6342  | 6887  | 6782  | 7381  | 3/28/2006  | 6780  | -0.52% | 568                | 412   | 187   | 462                | 192   | 274   |
| 2101 | BEELINE HWY      | Pratt-Whitney Rd   | PGA Blvd         | 4D    | 12143                 | 12604 | 13065 | 14008 | 14185 | 2/13/2006  | 13404 | 0.86%  | 1225               | 539   | 712   | 1128               | 658   | 474   |
| 2403 | BEELINE HWY      | PGA Blvd           | Northlake Blvd   | 4D    | 8311                  | 8887  | 9462  | 10480 | 12034 | 3/28/2006  | 11682 | 7.28%  | 1038               | 490   | 647   | 1000               | 638   | 365   |
| 2209 | BEELINE HWY      | Northlake Blvd     | Haverhill Rd     | 4D    | 19683                 | 21034 | 22384 | 23063 | 25248 | 3/13/2006  | 27656 | 7.30%  | 2955               | 2171  | 792   | 2402               | 818   | 1610  |
| 3427 | BELVEDERE RD     | SR 7               | Sansbury's Way   | 6D    | 17904                 | 21075 | 24246 | 26833 | 25235 | 1/9/2006   | 25675 | 1.93%  | 2208               | 1493  | 754   | 2263               | 811   | 1463  |
| 3425 | BELVEDERE RD     | Sansbury's Way     | Skees Rd         | 6D    | 21289                 | 24297 | 27304 | 30343 | 33006 | 1/9/2006   | 32544 | 6.03%  | 3033               | 1972  | 1094  | 2965               | 1159  | 1833  |
| 3211 | BELVEDERE RD     | Skees Rd           | Jog Rd           | 6D    | 25078                 | 27629 | 30179 | 33832 | 37738 | 1/10/2006  | 34392 | 4.45%  | 3097               | 1957  | 1154  | 3215               | 1232  | 1983  |
| 3679 | BELVEDERE RD     | Jog Rd             | Drexel Rd        | 4D    |                       |       |       |       |       |            | 38000 |        |                    |       |       |                    |       |       |
| 3609 | BELVEDERE RD     | Drexel Rd          | Haverhill Rd     | 4D    | 31293                 | 32752 | 34211 | 35474 | 37892 | 1/9/2006   | 38013 | 3.58%  | 3186               | 2275  | 911   | 3450               | 1404  | 2046  |
| 3645 | BELVEDERE RD     | Haverhill Rd       | Military Tr      | 4D    | 28400                 | 29772 | 31143 | 32804 | 34254 | 1/9/2006   | 32589 | 1.52%  | 2597               | 1859  | 738   | 2961               | 1091  | 1870  |
| 3623 | BELVEDERE RD     | Military Tr        | Congress Ave     | 6D    | 28407                 | 29933 | 29933 | 32903 | 35021 | 1/9/2006   | 32297 | 2.57%  | 2488               | 1757  | 795   | 2791               | 1046  | 1775  |
| 3605 | BELVEDERE RD     | Congress Ave       | Australian Ave   | 6D    | 40259                 | 41195 | 42130 | 45693 | 45226 | 1/9/2006   | 43113 | 0.77%  | 3125               | 1868  | 1265  | 4155               | 2193  | 1962  |
| 3213 | BELVEDERE RD     | Australian Ave     | I-95             | 6D    | 46610                 | 45416 | 44253 | 43120 | 36821 | 1/9/2006   | 37438 | -5.42% | 2944               | 1779  | 1184  | 3421               | 1542  | 1886  |
| 3311 | BELVEDERE RD     | I-95               | Parker Ave       | 4     | 31734                 | 32604 | 33498 | 34417 | 29548 | 1/9/2006   | 28706 | -5.02% | 2631               | 1553  | 1078  | 2422               | 1144  | 1283  |
| 3821 | BELVEDERE RD     | Parker Ave         | Dixie Hwy        | 4     | 16067                 | 16722 | 16722 | 17969 | 18851 | 1/9/2006   | 18392 | 3.22%  | 1645               | 1075  | 608   | 1563               | 732   | 837   |
| 3416 | BENOIST FARMS RD | Southern Blvd      | Belvedere Rd     | 2     | 4187                  | 4293  | 4398  | 5105  | 5484  | 1/9/2006   | 4541  | 1.07%  | 400                | 259   | 145   | 389                | 170   | 228   |
| 3456 | BENOIST FARMS RD | Belvedere Rd       | Okcochobee Bl    | 2     |                       |       |       | 4990  |       | 1/9/2006   | 5237  |        | 448                | 227   | 221   | 385                | 186   | 199   |

Tuesday, August 22, 2006 \*Note: Where no peak hour volumes are shown, the 2006 daily volume was estimated based on previous count data or collected without peak hour data. Page 6 of 43

| STA  | ROAD              | FROM                  | TO                    | LANES | DAILY TRAFFIC VOLUMES |        |        |        |        | 2006 DAILY |        |        | 2006 AM PEAK HOUR* |       |       | 2006 PM PEAK HOUR* |       |       |
|------|-------------------|-----------------------|-----------------------|-------|-----------------------|--------|--------|--------|--------|------------|--------|--------|--------------------|-------|-------|--------------------|-------|-------|
|      |                   |                       |                       |       | 2001                  | 2002   | 2003   | 2004   | 2005   | DATE       | VOL    | GR     | 2-WAY              | NB/EB | SB/WB | 2-WAY              | NB/EB | SB/WB |
| 4220 | I-95              | Hypoluxo Rd           | Lantana Rd            | 6D    | 178135                | 171430 | 164724 | 161188 | 157728 |            | 161200 | -0.72% |                    |       |       |                    |       |       |
| 4218 | I-95              | Lantana Rd            | 6th Ave N             | 6D    | 179617                | 173051 | 166484 | 163896 | 161347 |            | 163900 | -0.52% |                    |       |       |                    |       |       |
| 4216 | I-95              | 6th Ave N             | 10th Ave N            | 6D    | 176248                | 176248 | 163000 | 169873 | 177036 |            | 171000 | 1.61%  |                    |       |       |                    |       |       |
| 3214 | I-95              | 10th Ave N            | Forest Hill Blvd      | 6D    | 173571                | 170561 | 167550 | 164935 | 162361 |            | 164900 | -0.53% |                    |       |       |                    |       |       |
| 3216 | I-95              | Forest Hill Blvd      | Southern Blvd         | 8D    | 163500                | 159500 | 174500 | 173626 | 172757 |            | 178600 | 0.78%  |                    |       |       |                    |       |       |
| 3212 | I-95              | Southern Blvd         | Belvedere Rd          | 6D    | 169333                | 167218 | 165130 | 163068 | 161032 |            | 163100 | -0.41% |                    |       |       |                    |       |       |
| 3210 | I-95              | Belvedere Rd          | Okeechobee Bl         | 6D    | 170360                | 171102 | 171847 | 172595 | 173346 |            | 174100 | 0.44%  |                    |       |       |                    |       |       |
| 3208 | I-95              | Okeechobee Bl         | Palm Beach Lakes Blvd | 6D    | 148000                | 146803 | 148631 | 151709 | 152966 |            | 154100 | 1.21%  |                    |       |       |                    |       |       |
| 3206 | I-95              | Palm Beach Lakes Blvd | 45th St               | 6D    | 155500                | 153500 | 153000 | 149171 | 145437 |            | 149200 | -0.83% |                    |       |       |                    |       |       |
| 2206 | I-95              | 45th St               | Blue Heron Blvd       | 6D    | 154384                | 154384 | 171500 | 170000 | 167246 |            | 175900 | 0.85%  |                    |       |       |                    |       |       |
| 2204 | I-95              | Blue Heron Blvd       | Northlake Blvd        | 6D    | 141109                | 143375 | 145640 | 133959 | 134280 |            | 138000 | -1.78% |                    |       |       |                    |       |       |
| 2202 | I-95              | Northlake Blvd        | PGA Blvd              | 6D    | 125698                | 122800 | 119901 | 116500 | 115395 |            | 117300 | -0.73% |                    |       |       |                    |       |       |
| 2610 | I-95              | PGA Blvd              | Military Tr           | 6D    | 107004                | 107004 | 99000  | 95500  | 99721  |            | 98100  | -0.30% |                    |       |       |                    |       |       |
| 2200 | I-95              | Military Tr           | Donald Ross Rd        | 6D    | 95372                 | 95372  | 99000  | 95500  | 96304  |            | 96900  | -0.71% |                    |       |       |                    |       |       |
| 1204 | I-95              | Donald Ross Rd        | Indiantown Rd         | 6D    | 86311                 | 89425  | 92538  | 89303  | 93406  |            | 94400  | 0.67%  |                    |       |       |                    |       |       |
| 1200 | I-95              | Indiantown Rd         | Martin County Line    | 6D    | 71280                 | 70460  | 69639  | 73000  | 75861  |            | 75600  | 2.78%  |                    |       |       |                    |       |       |
| 1605 | INDIAN CREEK BLVD | Central Blvd          | Military Tr           | 2     | 7926                  | 7245   | 6564   | 7480   | 8988   | 3/28/2006  | 8678   | 9.75%  | 769                | 501   | 270   | 836                | 375   | 475   |
| 1615 | INDIAN CREEK BLVD | Toney Penna Dr        | Maplewood Dr          | 2     | 10567                 | 12505  | 14799  | 17514  | 20727  | 3/13/2006  | 18680  | 8.07%  | 1692               | 1020  | 672   | 1816               | 836   | 980   |
| 1613 | INDIAN CREEK PKWY | Central Blvd          | Maplewood Dr          | 2     | 11047                 | 11764  | 12481  | 13850  | 16530  | 3/28/2006  | 16674  | 10.14% | 1666               | 972   | 694   | 1513               | 658   | 888   |
| 1405 | INDIANTOWN RD     | Bee Line Hwy          | Pratt-Whitney Rd      | 2     | 2497                  | 2379   | 2267   | 2160   | 2058   | 1/25/2006  | 2154   | -1.69% | 174                | 111   | 74    | 197                | 85    | 112   |
| 1403 | INDIANTOWN RD     | Pratt-Whitney Rd      | Alexander Run         | 2     | 4881                  | 4900   | 4919   | 5369   | 5427   | 1/25/2006  | 5807   | 5.69%  | 561                | 179   | 384   | 530                | 327   | 206   |
| 1407 | INDIANTOWN RD     | Alexander Run         | Jupiter Farms Rd      | 4D    | 19954                 | 20707  | 21459  | 22194  | 23149  | 1/25/2006  | 22922  | 2.22%  | 2046               | 1386  | 678   | 2075               | 889   | 1186  |

| STA  | ROAD           | FROM                      | TO                        | LANES | DAILY TRAFFIC VOLUMES |       |       |       |       | 2006 DAILY |       |         | 2006 AM PEAK HOUR* |       |       | 2006 PM PEAK HOUR* |       |       |
|------|----------------|---------------------------|---------------------------|-------|-----------------------|-------|-------|-------|-------|------------|-------|---------|--------------------|-------|-------|--------------------|-------|-------|
|      |                |                           |                           |       | 2001                  | 2002  | 2003  | 2004  | 2005  | DATE       | VOL   | GR      | 2-WAY              | NB/EB | SB/WB | 2-WAY              | NB/EB | SB/WB |
| 3429 | SOUTH SHORE DR | Greenview Shores Bl       | Big Blue Trace            | 4D    | 18954                 | 19678 | 20402 | 19873 | 20318 | 2/27/2006  | 21978 | 2.51%   | 1836               | 769   | 1137  | 1742               | 912   | 859   |
| 3421 | SOUTH SHORE DR | Big Blue Trace            | Forest Hill Blvd          | 4D    | 19176                 | 21376 | 23575 | 24624 | 26822 | 1/17/2006  | 24190 | 0.86%   | 1856               | 636   | 1238  | 2097               | 1064  | 1039  |
| 3101 | SOUTHERN BLVD  | 20 Mile Bend              | Seminole Pratt Whitney Rd | 4D    | 14456                 | 15719 | 16981 | 17904 | 17567 | 1/9/2006   | 18085 | 2.12%   | 1511               | 565   | 975   | 1550               | 892   | 658   |
| 3443 | SOUTHERN BLVD  | Seminole Pratt Whitney Rd | Binks Forest Drive        | 4D    | 26041                 | 28999 | 31956 | 32131 | 37182 | 1/9/2006   | 35612 | 3.68%   | 2959               | 1305  | 1702  | 2981               | 1259  | 1746  |
| 3431 | SOUTHERN BLVD  | Binks Forest Drive        | Big Blue Trace            | 4D    | 27597                 | 30118 | 32639 | 32632 | 35256 | 1/9/2006   | 33195 | 0.56%   | 2589               | 1450  | 1206  | 2585               | 1275  | 1375  |
| 3413 | SOUTHERN BLVD  | Big Blue Trace            | Forest Hill/Crestwood     | 4D    | 41122                 | 42836 | 44550 | 43517 | 45385 | 1/9/2006   | 44364 | -0.14%  | 3292               | 1644  | 1648  | 3385               | 1658  | 1782  |
| 3417 | SOUTHERN BLVD  | Forest Hill/Crestwood     | Cypress Head              | 6D    | 39128                 | 39906 | 40700 | 41509 | 42335 |            | 43100 | 1.93%   |                    |       |       |                    |       |       |
| 3437 | SOUTHERN BLVD  | Cypress Head              | Royal Palm Beach Blvd     | 6D    | 42750                 | 42750 | 43600 | 44468 | 45352 | 1/9/2006   | 43747 | 0.11%   | 3166               | 1905  | 1325  | 3346               | 1482  | 1918  |
| 3405 | SOUTHERN BLVD  | Royal Palm Beach Blvd     | Lamstein Ln               | 8D    | 45084                 | 45980 | 46895 | 47828 | 48779 |            | 49700 | 1.96%   |                    |       |       |                    |       |       |
| 3409 | SOUTHERN BLVD  | Lamstein Ln               | SR-7                      | 8D    | 47083                 | 47879 | 48674 | 50109 | 51263 | 1/9/2006   | 51154 | 1.67%   | 3468               | 1919  | 1585  | 3963               | 1637  | 2356  |
| 3415 | SOUTHERN BLVD  | SR 7                      | Sansbury's Way            | 8D    | 31023                 | 32869 | 34714 | 38206 | 38854 | 1/9/2006   | 40659 | 5.41%   | 3290               | 2190  | 1307  | 3053               | 1333  | 1762  |
| 3105 | SOUTHERN BLVD  | Sansbury's Way            | Pike Rd                   | 8D    |                       |       |       |       | 43644 | 1/10/2006  | 44213 |         | 3678               | 2126  | 1572  | 3462               | 1544  | 1969  |
| 3215 | SOUTHERN BLVD  | Pike Rd                   | Fla Turnpike Entrance     | 5     | 31562                 | 34755 | 37947 | 41758 | 45951 |            | 49100 | 8.97%   |                    |       |       |                    |       |       |
| 3223 | SOUTHERN BLVD  | Fla Turnpike Entrance     | Jog Rd                    | 8D    |                       |       |       |       | 39180 | 1/9/2006   | 40938 |         | 3558               | 2129  | 1442  | 3406               | 1652  | 1785  |
| 3643 | SOUTHERN BLVD  | Jog Rd                    | Haverhill Rd              | 8D    | 28786                 | 29572 | 30357 | 31595 | 32658 | 1/10/2006  | 38243 | 8.00%   | 3427               | 2254  | 1173  | 3428               | 1329  | 2099  |
| 3635 | SOUTHERN BLVD  | Haverhill Rd              | Military Tr               | 8D    | 27642                 | 29210 | 30777 | 31549 | 30884 | 1/31/2006  | 33397 | 2.76%   | 3632               | 2888  | 754   | 2628               | 1003  | 1626  |
| 3637 | SOUTHERN BLVD  | Military Tr               | Kirk Rd                   | 8D    | 23402                 | 24245 | 24245 | 30491 | 26961 | 1/30/2006  | 34349 | 12.31%  | 3159               | 2141  | 1018  | 3010               | 1087  | 1923  |
| 3673 | SOUTHERN BLVD  | Kirk Rd                   | Congress Ave              | 8D    | 34940                 | 31307 | 32005 | 32719 | 33449 |            | 32400 | 0.41%   |                    |       |       |                    |       |       |
| 3675 | SOUTHERN BLVD  | Congress Ave              | Gem Lake                  | 8D    | 53499                 | 53527 | 53527 | 53555 | 53584 |            | 53600 | 0.05%   |                    |       |       |                    |       |       |
| 3639 | SOUTHERN BLVD  | Congress Ave              | Gem Lake                  | 8D    | 53499                 | 53527 | 53527 | 53555 | 53584 |            | 53600 | 0.05%   |                    |       |       |                    |       |       |
| 3217 | SOUTHERN BLVD  | Gem Lake                  | I-95                      | 8D    | 43658                 | 42515 | 41401 | 40317 | 31292 | 1/30/2006  | 27665 | -12.57% | 2227               | 1268  | 959   | 2224               | 880   | 1354  |
| 3313 | SOUTHERN BLVD  | I-95                      | Parker Ave                | 8D    | 31384                 | 31137 | 31137 | 30436 | 30197 | 1/30/2006  | 24909 | -7.17%  | 2133               | 1279  | 881   | 2010               | 892   | 1144  |

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\*Note: Where no peak hour volumes are shown, the 2006 daily volume was estimated based on previous count data or collected without peak hour data.

| STA  | ROAD                 | FROM                  | TO                      | LANES | DAILY TRAFFIC VOLUMES |       |       |       |       | 2006 DAILY |       |         | 2006 AM PEAK HOUR* |       |       | 2006 PM PEAK HOUR* |       |       |
|------|----------------------|-----------------------|-------------------------|-------|-----------------------|-------|-------|-------|-------|------------|-------|---------|--------------------|-------|-------|--------------------|-------|-------|
|      |                      |                       |                         |       | 2001                  | 2002  | 2003  | 2004  | 2005  | DATE       | VOL   | GR      | 2-WAY              | NB/EB | SB/WB | 2-WAY              | NB/EB | SB/WB |
| 3842 | TAMARIND AVE         | Banyan St             | Lakeview Ave            | 5     | 17712                 | 17434 | 17155 | 18274 | 17984 | 1/25/2006  | 18122 | 1.84%   |                    |       |       |                    |       |       |
| 3826 | TAMARIND AVE         | Palm Beach Lakes Blvd | Banyan Blvd             | 2     | 9819                  | 10325 | 10831 | 8291  | 8500  | 1/25/2006  | 8995  | -6.00%  |                    |       |       |                    |       |       |
| 3818 | TAMARIND AVE         | 25TH St               | Palm Beach Lakes Blvd   | 2     | 8180                  | 8415  | 8650  | 7969  | 8147  | 2/2/2006   | 8719  | 0.27%   |                    |       |       |                    |       |       |
| 1207 | TEQUESTA DR          | Old Dixie Hwy         | West of Old Dixie Hwy   | 2     | 13486                 | 13736 | 13985 | 13577 | 13687 | 3/29/2006  | 13484 | -1.21%  | 1004               | 583   | 441   | 1114               | 537   | 600   |
| 1607 | TONEY PENNA RD       | Maplewood Dr          | Military Tr             | 2     | 12660                 | 12480 | 12299 | 11666 | 11552 | 3/1/2006   | 14658 | 6.02%   | 1301               | 768   | 533   | 1478               | 689   | 801   |
| 1609 | TONEY PENNA RD       | SR-811                | Old Dixie Hwy           | 3     | 10567                 | 10400 | 10233 | 10196 | 10722 | 3/1/2006   | 12533 | 6.99%   | 939                | 524   | 430   | 1241               | 606   | 635   |
| 6629 | TOWN CENTER RD       | Butts Rd              | Military Tr             | 4     | 11124                 | 10844 | 10563 | 13068 | 11409 | 3/28/2006  | 11211 | 2.00%   | 608                | 400   | 208   | 1022               | 518   | 623   |
| 3647 | TURNAGE BLVD         | Australian Ave        | Perimeter Rd            | 2     | 18569                 | 18569 | 17982 | 15795 | 12584 | 1/9/2006   | 8967  | -20.70% | 285                | 139   | 150   | 767                | 414   | 353   |
| 3677 | TURNAGE BLVD (I95 RA | PBIA                  | I-95                    | 2     |                       |       |       |       | 13072 | 1/10/2006  | 14264 |         | 648                | 182   | 474   | 1097               | 501   | 611   |
| 5844 | US-1                 | Atlantic Ave          | Lowson Blvd(10th Ave S) | 3     | 13729                 | 14262 | 14794 | 15624 | 14406 | 2/23/2006  | 13795 | -2.30%  | 1150               | 0     | 1150  | 1020               | 0     | 1020  |
| 5842 | US-1                 | Atlantic Ave          | SE 10th St              | 3     | 16186                 | 16181 | 16175 | 18053 | 14918 | 2/23/2006  | 17829 | 3.30%   | 909                | 909   | 0     | 1572               | 1572  | 0     |
| 5830 | US-1                 | George Bush Blvd      | NE 2nd St               | 3     | 12885                 | 13894 | 14902 | 15787 | 13852 | 2/23/2006  | 14521 | -0.86%  | 1307               | 0     | 1307  | 1040               | 0     | 1040  |
| 5828 | US-1                 | George Bush Blvd      | NE 2nd St               | 3     | 14245                 | 15697 | 17149 | 16230 | 14725 | 2/23/2006  | 15122 | -4.11%  | 775                | 775   | 0     | 1509               | 1509  | 0     |
| 5812 | US-1                 | NE 2nd St             | Atlantic Ave            | 3     | 18187                 | 18081 | 17977 | 17873 | 16469 | 2/23/2006  | 16922 | -2.00%  | 842                | 842   | 0     | 1630               | 1630  | 0     |
| 5810 | US-1                 | NE 2nd St             | Atlantic Ave            | 3     | 15314                 | 15481 | 15650 | 15820 | 14612 | 2/23/2006  | 16460 | 1.70%   | 1388               | 0     | 1388  | 1180               | 0     | 1180  |
| 2800 | US-1                 | Northlake Blvd        | Park Ave                | 4     | 31087                 | 30979 | 30870 | 30316 | 30966 | 3/15/2006  | 30817 | -0.06%  | 2318               | 930   | 1388  | 2733               | 1567  | 1179  |
| 2832 | US-1                 | Mc Laren Rd           | Northlake Blvd          | 6D    | 32755                 | 32121 | 31486 | 32799 | 33144 | 1/23/2006  | 31941 | 0.48%   | 2501               | 1211  | 1299  | 2815               | 1467  | 1367  |
| 2838 | US-1                 | PGA Blvd              | McLaren Rd              | 4D    | 27044                 | 26806 | 26567 | 27912 | 27583 | 3/1/2006   | 26965 | 0.50%   | 2053               | 948   | 1148  | 2120               | 1040  | 1087  |
| 2840 | US-1                 | Donald Ross Rd        | Universe Blvd           | 4D    | 24176                 | 24931 | 25686 | 24403 | 27406 | 3/1/2006   | 24163 | -2.02%  | 1656               | 574   | 1109  | 2120               | 1244  | 901   |
| 2822 | US-1                 | Juno Isles Blvd       | PGA Blvd                | 4D    | 34478                 | 34671 | 34863 | 34574 | 36642 | 3/1/2006   | 33973 | -0.86%  | 2275               | 1129  | 1198  | 3038               | 1582  | 1504  |
| 1312 | US-1                 | Marcinski Rd          | Donald Ross Rd          | 4D    | 31936                 | 32927 | 33918 | 31987 | 32717 | 3/1/2006   | 33625 | -0.29%  | 2250               | 889   | 1467  | 2825               | 1509  | 1317  |
| 1810 | US-1                 | Indiantown Rd         | Ocean Way               | 4D    | 26880                 | 27152 | 27424 | 28283 | 28832 | 1/30/2006  | 27364 | -0.07%  | 1837               | 839   | 1049  | 2302               | 1270  | 1054  |

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