



February 26, 2026

Bryan G. Kelley, P.E.  
 Simmons & White Civil & Traffic Engineering  
 2581 Metrocentre Boulevard West, Ste 3  
 West Palm Beach, FL 33407

**RE: 4650 South Military Trail aka Cobblestone Square  
 FLUA Amendment Policy 3.5-d Review  
 Round 2025-26-B**

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above-referenced project, revised February 9, 2026, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

|                            |   |   |
|----------------------------|---|---|
| <b>Location:</b>           | East side of S. Military Trail, approximately 0.04 miles south of Maine Street  |   |
| <b>PCN:</b>                | 00-42-44-25-49-001-0000 ( <i>other on file</i> )  |   |
| <b>Acres:</b>              | 3.56 Acres  |   |
|                            | <b>Current FLU</b>  | <b>Proposed FLU</b>   |
| <b>FLU:</b>                | Urban Infill (1.81 acres north parcel)<br>AND<br>Commercial High with underlying 8 du/acre (CH/8) (1.75 acres south parcel)         | Urban Infill (UI)   |
| <b>Zoning:</b>             | General Commercial (CG)   | Urban Infill (UI)   |
| <b>Density/ Intensity:</b> | 8 du/acre<br>AND<br>0.85 FAR  | None provided, but to be consistent with that of the Zoning application   |
| <b>Maximum Potential:</b>  | Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 92 DUs<br>AND<br>Shop Plaza (40-150 ksf) w/Sup Market = 64,796 SF | Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 181 DUs |
| <b>Proposed Potential:</b> | None  | None  |
| <b>Net Daily Trips:</b>    | -3,135 (maximum – current)  |   |

**Engineering and Public Works Department**  
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Bryan G. Kelley, P.E.  
February 26, 2026  
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|  |  |
|--|--|
| <b>Net PH Trips:</b>   | 72 (17/55) AM, 92 (58/34) PM (maximum) |
| <i>* <b>Maximum</b> indicates typical FAR and maximum trip generator. <b>Proposed</b> indicates the specific uses and intensities/densities anticipated in the zoning application.</i> |  |

Based on the review, the Traffic Division has concluded that the proposed amendment will have a negligible impact on traffic. The Long-Range analysis suggests a reduced impact, while the Test 2 analysis shows insignificance on the roadway network. These findings **meet** Policy 3.5-d of the Palm Beach County Comprehensive Plan's Future Land Use Element at the **maximum potential** intensity shown above.

Please contact me at 561-684-4030 or email me at [DSimeus@pbc.gov](mailto:DSimeus@pbc.gov) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "DS", is written over a light blue horizontal line.

Dominique Simeus, P.E.  
Professional Engineer  
Traffic Division

DS:ep  
ec:

- Quazi Bari, P.E., PTOE – Manager -- Growth Management, Traffic Division
- Bryan Davis – Principal Planner, Planning Division
- Khurshid Mohyuddin – Principal Planner, Planning Division
- Kathleen Chang – Senior Planner, Planning Division
- David Wiloch – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review  
N:\TRAFFIC\Development Review\Comp Plan\26-B\4650 South Military Trail aka Cobblestone Square.docx

**4650 SOUTH MILITARY TRAIL  
3.56 ACRE LUPA  
PALM BEACH COUNTY, FLORIDA**

**LAND USE PLAN AMENDMENT  
APPLICATION  
TRAFFIC STATEMENT**

**PREPARED FOR:**

**OAG Investment 8, LLC  
8348 NW 56<sup>th</sup> Street  
Doral, Florida 33166**

**JOB NO. 25-165**

**DATE: 10/24/2025  
REVISED: 02/09/2026**

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006

This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 02/09/2026.

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



Digitally signed  
by Bryan Kelley  
Date: 2026.02.09  
16:12:28-05'00'

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### TEST 2 ANALYSIS

## 1.0 SITE DATA

The subject parcel is located on the southeast corner of S. Military Trail and Maine Street in unincorporated Palm Beach County, Florida and contains approximately 3.56 acres. The Property Control Numbers (PCN) for the subject parcel are 00-42-44-25-49-001-0000 and 00-42-44-25-00-000-5380.

The subject property is currently designated as Commercial High with underlying 8 dwelling units per acre (CH/8) for the southern parcel and Urban Infill (UI) for the northern parcel, in the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Urban Infill (UI). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

## 2.0 TRAFFIC GENERATION

The change in daily traffic generation due to the requested change in the 3.56 acres parcel future land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing future land use designation (CH/8) / (UI) and the proposed future land use designation (UI).

### CH/8

The most intensive land use under the existing CH/8 future land use designation is "Shopping Plaza with Super Market". Based on the maximum floor area ratio (FAR) of 0.85 and the site area consisting of 1.75 acres, the maximum allowable intensity for the designated acreage under the proposed CH/8 land use designation is 64,796 SF and calculated as follows:

$$1.75 \text{ Acre} \times 0.85 \text{ FAR} \times \frac{43,560 \text{ SF}}{1 \text{ Acre}} = 64,796 \text{ SF}$$

### UI

The proposed land use under the existing UI future land use designation is "Multifamily Low-Rise (up to 3 stories)". Note the Comprehensive Plan does not provide a maximum density or FAR for the UI future land use designation. Therefore, for purposes of this traffic analysis, the maximum trip generation is based on the density proposed as part of the zoning application. Based on the site plan provided, which reflects a density of 51 DU/acre and the site area consisting of 1.81 acres, the maximum intensity for the designated acreage under the proposed UI future land use designation is 92 dwelling units calculated as follows:

$$1.81 \text{ Acre} \times 51 \text{ DU/Acre} = 92 \text{ DU}$$

## 2.0 TRAFFIC GENERATION (CONTINUED)

### Shopping Plaza with Market (64,796 SF)/ Multifamily Low-Rise up to 3 stories (92 DU)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing CH/8 and UI land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and on the PBC traffic website. Based on the maximum allowable square footage and the accepted traffic generation rates for Shopping Plaza with Super Market and the maximum allowable density and accepted traffic generation rates for Multifamily Low-Rise, the maximum traffic generation for the property under the existing CH/8 and UI land use designation may be summarized as follows:

#### **Existing Future Land Use**

|  |   |                          |
|--|---|--------------------------|
| Daily Traffic Generation                 | = | 4,355 tpd                |
| AM Peak Hour Traffic Generation (In/Out) | = | 177 pht (96 In/81 Out)   |
| PM Peak Hour Traffic Generation (In/Out) | = | 404 pht (201 In/203 Out) |

#### **UI**

The proposed land use under the proposed UI future land use designation is "Multifamily Low-Rise (up to 3 stories)". Note the Comprehensive Plan does not provide a maximum density or FAR for the UI future land use designation. Therefore, for purposes of this traffic analysis, the maximum trip generation is based on the density proposed as part of the zoning application. Based on the site plan provided, which reflects a density of 51 DU/acre and the site area consisting of 3.56 acres, the maximum intensity for the designated acreage under the proposed UI future land use designation is 181 dwelling units calculated as follows:

$$3.56 \text{ Acre} \times 51 \text{ DU/Acre} = 181 \text{ DU}$$

### Multifamily Low-Rise up to 3 stories (181 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed UI future land use designation. The maximum traffic generation for the property under the proposed (UI) future land use designation may be summarized as follows:

#### **Proposed Future Land Use**

|  |   |                       |
|--|---|-----------------------|
| Daily Traffic Generation                 | = | 1,220 tpd             |
| AM Peak Hour Traffic Generation (In/Out) | = | 72 pht (17 In/55 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 92 pht (58 In/34 Out) |

The difference in trips between the proposed future land use and the existing future land use designation may be summarized as follows:

#### **Trip Generation Difference**

|                                 |   |                    |
|---------------------------------|---|--------------------|
| Daily Traffic Generation        | = | 3,135 tpd DECREASE |
| AM Peak Hour Traffic Generation | = | 105 pht DECREASE   |
| PM Peak Hour Traffic Generation | = | 312 pht DECREASE   |

### 3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation decrease of 3,149 trips per day, there is no radius of influence for the Year 2045 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 92 peak hour trips, the radius of development influence for purposes of Test 2 shall be one mile.

### 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed UI future land use designation.

### 5.0 YEAR 2045 ANALYSIS

Due to the reduction in daily trips from the proposed land use potential and the existing future land use maximum intensity, no additional analysis is required. Since the future land use change results in a reduction of daily trips, a Year 2045 Analysis is not required.

### 6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 3 and 4 represent the required Test 2 Five Year Analysis. Tables 3 and 4 calculate which of the impacted links are significant for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

### 7.0 PEAK HOUR TURNING MOVEMENT

The total AM and PM peak hour turning movements for the project under the proposed UI future land use designation with no reduction for pass by credits have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions with no reduction for pass by credits for the proposed development under the UI future land use designation may be summarized as follows:

**Directional  
Distribution  
(Trips IN/OUT)**

AM Peak Hour = 17 / 55  
PM Peak Hour = 58 / 34

Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no additional turn lanes or site modifications are warranted or recommended. An additional driveway analysis will be provided during the site plan submittal.

## 8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 92 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan.

**4650 SOUTH MILITARY TRAIL**

10/22/2025  
Rev: 02/09/26

**TABLE 1  
EXISTING COMMERCIAL HIGH (CH/8) / URBAN INFILL (UI) FUTURE LAND USE DESIGNATION**

**Daily Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |     | Gross Trips | Internalization |    |     |       | External Trips | Pass-by      |            | Net Trips    |              |
|---|----------|-----------|----------------|-----------|-----|-------------|-----------------|----|-----|-------|----------------|--------------|------------|--------------|--------------|
|   |          |           |                | In        | Out |             | %               | In | Out | Total |                | %            | Trips      |              |              |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 92        | Dwelling Units | 6.74      |     |             | 620             |    |     |       | 0              | 620          | 0%         | 0            | 620          |
| Shop Plaza (40-150ksf) w/Sup Market                             | 821      | 64,796    | S.F.           | 94.49     |     |             | 6,123           |    |     |       | 0              | 6,123        | 39%        | 2,388        | 3,735        |
| <b>Grand Totals:</b>  |          |           |                |           |     |             | <b>6,743</b>    |    |     |       | <b>0</b>       | <b>6,743</b> | <b>35%</b> | <b>2,388</b> | <b>4,355</b> |

**AM Peak Hour Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |      | Gross Trips |            |            | Internalization |          |          |          | External Trips |            |            | Pass-by    |           | Net Trips |           |            |
|---|----------|-----------|----------------|-----------|------|-------------|------------|------------|-----------------|----------|----------|----------|----------------|------------|------------|------------|-----------|-----------|-----------|------------|
|   |          |           |                | In        | Out  | In          | Out        | Total      | %               | In       | Out      | Total    | In             | Out        | Total      | %          | Trips     | In        | Out       | Total      |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 92        | Dwelling Units | 0.24      | 0.76 | 9           | 28         | 37         | 0.0%            | 0        | 0        | 0        | 9              | 28         | 37         | 0%         | 0         | 9         | 28        | 37         |
| Shop Plaza (40-150ksf) w/Sup Market                             | 821      | 64,796    | S.F.           | 0.62      | 0.38 | 142         | 87         | 229        | 0.0%            | 0        | 0        | 0        | 142            | 87         | 229        | 39%        | 89        | 87        | 53        | 140        |
| <b>Grand Totals:</b>  |          |           |                |           |      | <b>151</b>  | <b>115</b> | <b>266</b> | <b>0.0%</b>     | <b>0</b> | <b>0</b> | <b>0</b> | <b>151</b>     | <b>115</b> | <b>266</b> | <b>33%</b> | <b>89</b> | <b>96</b> | <b>81</b> | <b>177</b> |

**PM Peak Hour Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |      | Gross Trips |            |            | Internalization |          |          |          | External Trips |            |            | Pass-by    |            | Net Trips  |            |            |
|---|----------|-----------|----------------|-----------|------|-------------|------------|------------|-----------------|----------|----------|----------|----------------|------------|------------|------------|------------|------------|------------|------------|
|   |          |           |                | In        | Out  | In          | Out        | Total      | %               | In       | Out      | Total    | In             | Out        | Total      | %          | Trips      | In         | Out        | Total      |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 92        | Dwelling Units | 0.63      | 0.37 | 30          | 17         | 47         | 0.0%            | 0        | 0        | 0        | 30             | 17         | 47         | 0%         | 0          | 30         | 17         | 47         |
| Shop Plaza (40-150ksf) w/Sup Market                             | 821      | 64,796    | S.F.           | 0.48      | 0.52 | 281         | 304        | 585        | 0.0%            | 0        | 0        | 0        | 281            | 304        | 585        | 39%        | 228        | 171        | 186        | 357        |
| <b>Grand Totals:</b>  |          |           |                |           |      | <b>311</b>  | <b>321</b> | <b>632</b> | <b>0.0%</b>     | <b>0</b> | <b>0</b> | <b>0</b> | <b>311</b>     | <b>321</b> | <b>632</b> | <b>36%</b> | <b>228</b> | <b>201</b> | <b>203</b> | <b>404</b> |

**TABLE 2**  
**PROPOSED URBAN INFILL (UI) FUTURE LAND USE DESIGNATION**

**Daily Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |     | Gross Trips | Internalization |    |       |       | External Trips | Pass-by |       | Net Trips |       |
|---|----------|-----------|----------------|-----------|-----|-------------|-----------------|----|-------|-------|----------------|---------|-------|-----------|-------|
|   |          |           |                | In        | Out |             | %               | In | Out   | Total |                | %       | Trips |           |       |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 181       | Dwelling Units | 6.74      |     |             | 1,220           |    |       |       | 0              | 1,220   | 0%    | 0         | 1,220 |
| <b>Grand Totals:</b>  |          |           |                |           |     | 1,220       | 0.0%            | 0  | 1,220 | 0%    | 0              | 1,220   |       |           |       |

**AM Peak Hour Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |      | Gross Trips |     |       | Internalization |    |     |       | External Trips |     |       | Pass-by |       | Net Trips |     |       |    |
|---|----------|-----------|----------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|----|
|   |          |           |                | In        | Out  | In          | Out | Total | %               | In | Out | Total | In             | Out | Total | %       | Trips | In        | Out | Total |    |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 181       | Dwelling Units | 0.4       | 0.24 | 0.76        | 17  | 55    | 72              |    | 0   | 0     | 0              | 17  | 55    | 72      | 0%    | 0         | 17  | 55    | 72 |
| <b>Grand Totals:</b>  |          |           |                |           |      | 17          | 55  | 72    | 0.0%            | 0  | 0   | 0     | 17             | 55  | 72    | 0%      | 0     | 17        | 55  | 72    |    |

**PM Peak Hour Traffic Generation**

| Landuse   | ITE Code | Intensity | Rate/Equation  | Dir Split |      | Gross Trips |     |       | Internalization |    |     |       | External Trips |     |       | Pass-by |       | Net Trips |     |       |    |
|---|----------|-----------|----------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|----|
|   |          |           |                | In        | Out  | In          | Out | Total | %               | In | Out | Total | In             | Out | Total | %       | Trips | In        | Out | Total |    |
| Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) | 220      | 181       | Dwelling Units | 0.51      | 0.63 | 0.37        | 58  | 34    | 92              |    | 0   | 0     | 0              | 58  | 34    | 92      | 0%    | 0         | 58  | 34    | 92 |
| <b>Grand Totals:</b>  |          |           |                |           |      | 58          | 34  | 92    | 0.0%            | 0  | 0   | 0     | 58             | 34  | 92    | 0%      | 0     | 58        | 34  | 92    |    |

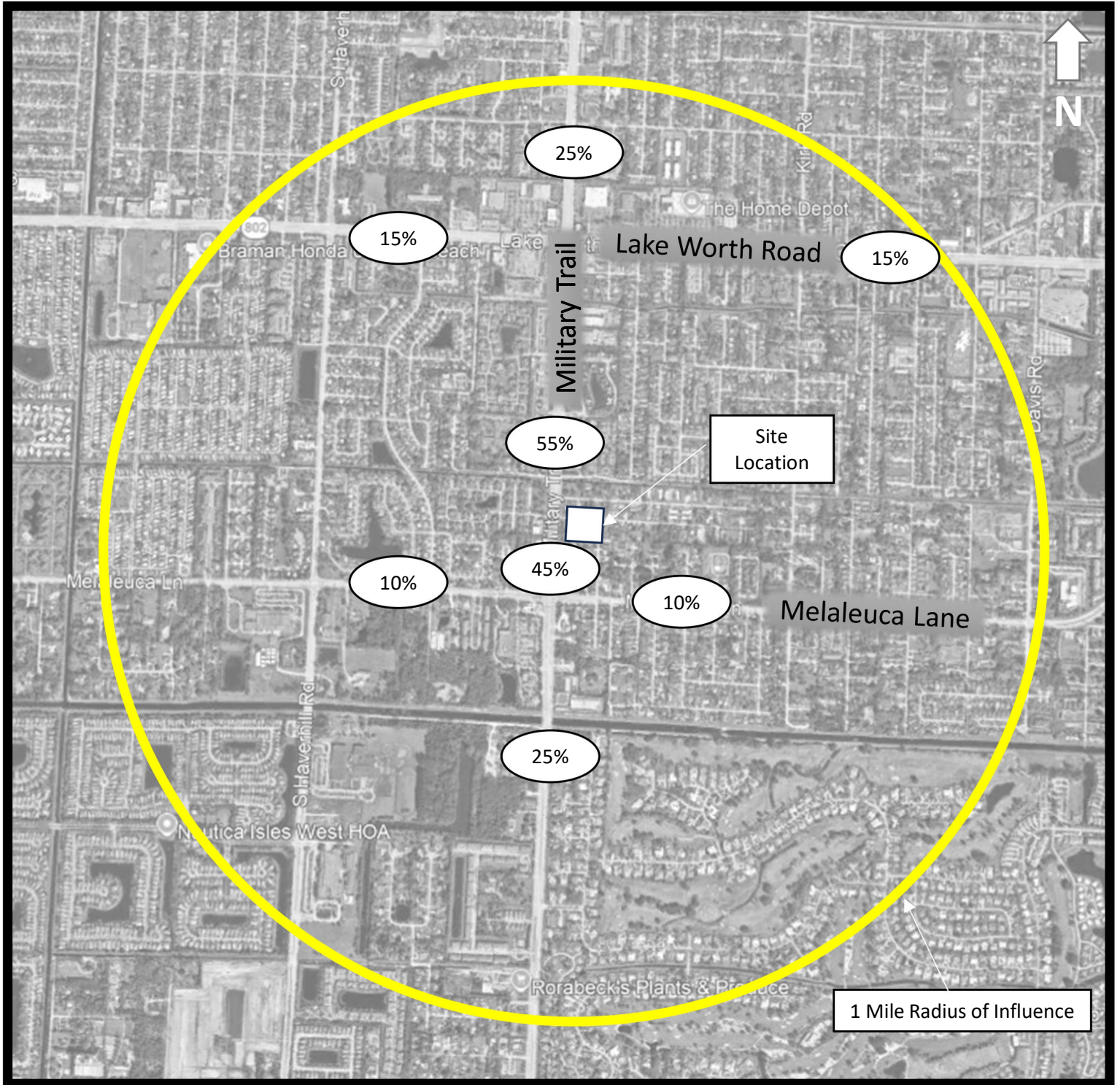


Figure 1 - Trip Distribution  
 4650 South Military Trail  
 Project # 25-165



# APPENDIX A

## TEST 2 ANALYSIS

**TABLE 3**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
1 MILE RADIUS OF INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 17  
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 55

| STATION | ROADWAY         | FROM            | TO              | AM PEAK HOUR DIRECTIONAL |               |                |       | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|-----------------|--------------------------|---------------|----------------|-------|----------------|----------------------|---------------------|
|         |                 |                 |                 | PROJECT DISTRIBUTION     | PROJECT TRIPS | EXISTING LANES | CLASS |                |                      |                     |
|         | MILITARY TRAIL  | 10th AVE        | LAKE WORTH ROAD | 25%                      | 14            | 6D             | I     | 2940           | 0.47%                | NO                  |
|         | MILITARY TRAIL  | LAKE WORTH ROAD | SITE            | 55%                      | 30            | 6D             | I     | 2940           | 1.03%                | NO                  |
|         | MILITARY TRAIL  | SITE            | MELALEUCA LANE  | 45%                      | 25            | 6D             | I     | 2940           | 0.84%                | NO                  |
|         | MILITARY TRAIL  | MELALEUCA LANE  | LANTANA ROAD    | 25%                      | 14            | 6D             | I     | 2940           | 0.47%                | NO                  |
|         | MELALEUCA LANE  | JOG ROAD        | HAVERHILL ROAD  | 10%                      | 6             | 4D             | I     | 1960           | 0.28%                | NO                  |
|         | MELALEUCA LANE  | HAVERHILL ROAD  | MILITARY TRAIL  | 10%                      | 6             | 4D             | I     | 1960           | 0.28%                | NO                  |
|         | MELALEUCA LANE  | MILITARY TRAIL  | KIRK ROAD       | 10%                      | 6             | 4D             | I     | 1960           | 0.28%                | NO                  |
|         | MELALEUCA LANE  | KIRK ROAD       | CONGRESS AVE    | 10%                      | 6             | 4D             | I     | 1960           | 0.28%                | NO                  |
|         | LAKE WORTH ROAD | HAVERHILL ROAD  | MILITARY TRAIL  | 15%                      | 8             | 6D             | I     | 2940           | 0.28%                | NO                  |
|         | LAKE WORTH ROAD | MILITARY TRAIL  | KIRK ROAD       | 15%                      | 8             | 6D             | I     | 2940           | 0.28%                | NO                  |

**4650 SOUTH MILITARY TRAIL**

10/22/2025  
Rev: 02/09/26

**TABLE 4  
TEST 2 - PROJECT SIGNIFICANCE CALCULATION  
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
1 MILE RADIUS OF INFLUENCE  
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 58  
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

| STATION | ROADWAY         | FROM            | TO              | PM PEAK HOUR DIRECTIONAL |               |                | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|-----------------|-----------------|-----------------|--------------------------|---------------|----------------|-------|----------------|----------------------|---------------------|
|         |                 |                 |                 | PROJECT DISTRIBUTION     | PROJECT TRIPS | EXISTING LANES |       |                |                      |                     |
|         | MILITARY TRAIL  | 10th AVE        | LAKE WORTH ROAD | 25%                      | 15            | 6D             | I     | 2940           | 0.49%                | NO                  |
|         | MILITARY TRAIL  | LAKE WORTH ROAD | SITE            | 55%                      | 32            | 6D             | I     | 2940           | 1.09%                | NO                  |
|         | MILITARY TRAIL  | SITE            | MELALEUCA LANE  | 45%                      | 26            | 6D             | I     | 2940           | 0.89%                | NO                  |
|         | MILITARY TRAIL  | MELALEUCA LANE  | LANTANA ROAD    | 25%                      | 15            | 6D             | I     | 2940           | 0.49%                | NO                  |
|         | MELALEUCA LANE  | JOG ROAD        | HAVERHILL ROAD  | 10%                      | 6             | 4D             | I     | 1960           | 0.30%                | NO                  |
|         | MELALEUCA LANE  | HAVERHILL ROAD  | MILITARY TRAIL  | 10%                      | 6             | 4D             | I     | 1960           | 0.30%                | NO                  |
|         | MELALEUCA LANE  | MILITARY TRAIL  | KIRK ROAD       | 10%                      | 6             | 4D             | I     | 1960           | 0.30%                | NO                  |
|         | MELALEUCA LANE  | KIRK ROAD       | CONGRESS AVE    | 10%                      | 6             | 4D             | I     | 1960           | 0.30%                | NO                  |
|         | LAKE WORTH ROAD | HAVERHILL ROAD  | MILITARY TRAIL  | 15%                      | 9             | 6D             | I     | 2940           | 0.30%                | NO                  |
|         | LAKE WORTH ROAD | MILITARY TRAIL  | KIRK ROAD       | 15%                      | 9             | 6D             | I     | 2940           | 0.30%                | NO                  |