



Florida Department of
TRANSPORTATION

**PROJECT TRAFFIC ANALYSIS REPORT (PTAR)
PROJECT DEVELOPMENT AND ENVIRONMENT
(PD&E) STUDY**

ATLANTIC AVENUE (SR 806)

**FROM FLORIDA'S TURNPIKE (M.P. 1.748)
TO JOG ROAD (M.P. 3.560)**

**FINANCIAL PROJECT ID: 440575-3-22-02
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14423
PALM BEACH COUNTY, FLORIDA**

Prepared for:

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309**

April 2021

PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 4

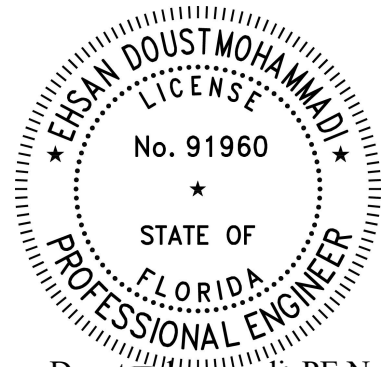
Atlantic Avenue (SR 806) Project Development & Environment (PD&E) Study

from Florida's Turnpike (M.P. 1.748) to Jog Road (M.P. 3.560)

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Date: September 2022

Scalar Consulting Group, Inc

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District 4 has conducted this Project Development and Environment (PD&E) Study for Atlantic Avenue (SR 806) from the Florida's Turnpike (M.P. 1.748) to Jog Road (M.P. 3.560), in Palm Beach County being documented as a State Environmental Impact Report (SEIR). The objective of this PD&E study is to evaluate widening improvements along Atlantic Avenue to increase mainline and intersection capacity to meet future travel demand. This Project Traffic Analysis Report (PTAR) is prepared to provide design traffic volumes and traffic analysis for use in the SEIR for Atlantic Avenue, from Turnpike to Jog Road.

Currently, Atlantic Avenue is an urban principle arterial with the posted speed limit of 45 mph. As recommended by the Department, the traffic information provided in the 2019 Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannett Fleming was adopted for this project. Existing turning movement counts (TMCs) were collected in September 2018 as provided in the Data Collection and Traffic Analysis Report. The counts are available for eight signalized intersections within the project limits. As stated in the Data Collection and Traffic Analysis Report, a linear growth rate of 1.6% determined from the FDOT historical trend analysis and growth analysis from the Southeast Florida Regional Planning Model (SERPM), Version 7.0. For the mainline and cross-streets, a 1.6% linear annual growth rate was used as recommended by the District. To develop future year turning movement volumes for study intersections, the existing year (2018) turning movement volumes, the recommended annual linear growth rate, and K Factors and D Factors developed from the count data were utilized as inputs into the TMTTool, in accordance with the FDOT Project Traffic Forecasting Handbook. The developed future turning movement volumes and TMTTool spreadsheets were reviewed and approved by the Department.

The No-Build condition is assumed that Atlantic Avenue and all cross-streets remain unchanged from existing lane configurations. Under the Build alternative, Atlantic Avenue was evaluated as a six-lane divided facility. All signalized intersections and roadway segments within the study area were evaluated for the future analysis years for both the No-Build and Build alternatives. It should be noted that the construction for the intersection improvement project at the intersection of Atlantic Avenue and Tranquility Lake Dr/Turnpike NB Ramps has been completed and opened to traffic in January 2021. Therefore, the proposed improvements were included to all analyses for the future years for both No-Build and Build alternatives. Under existing year (2018) conditions, all intersections operate at an overall LOS D or better except the Jog Road intersection which shows the overall intersection LOS E. Under No-Build alternative for the opening year 2025, all intersections are expected to operate at an overall acceptable LOS or better except the Jog Road intersection which shows the overall intersection LOS E. However, several study intersections are anticipated to operate at LOS F under No-Build condition in the design year 2045. Under the Build alternative, the operation conditions for all intersections are significantly better than the No-Build alternative. All study intersections under Build alternative are expected to provide an overall intersection LOS D or better for the design year 2045 during both AM and PM peak hours, except the Jog Road intersection which shows the overall intersection LOS F. The proposed improvements to the Turnpike NB ramp intersection under Section 5.3 will be further evaluated during the design phase

Due to the large delays during peak hours for the Jog Road intersection, two additional alternatives were evaluated. After discussion with the Department and Palm Beach County, the at-grade east-west Partial Displaced Left-Turn (PDLT) and the grade-separated Center Turn Overpass (CTO) alternatives were evaluated. Both PDLT and CTO alternatives show improved operating conditions for the design year during both AM and PM peak. Between the two alternatives for the Jog Road intersection, the PDLT alternative provides operational benefits with less right-of-way impacts and lower construction cost compared to the CTO alternative. Additionally, lower delay and fewer stops on the major street may result in a potential reduction in crashes.

TRAFFIC ANALYSIS ASSUMPTIONS

According to the FDOT 2020 PD&E Manual, the following Project Traffic Assumption Form, Form No. 650-050-39, is provided to summarize the assumptions used to prepare the traffic analysis.

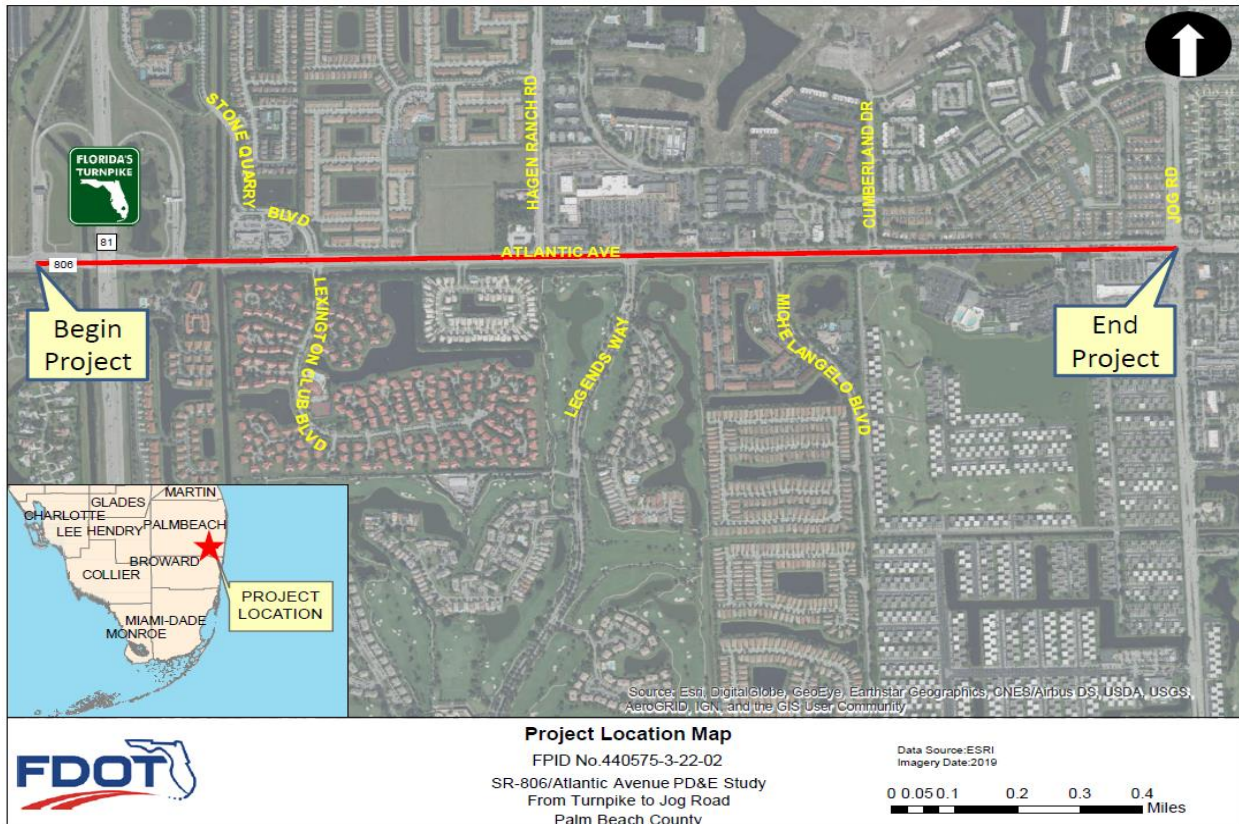
Traffic forecast for the project was developed using:	
<input checked="" type="checkbox"/> Travel Demand Model	<input checked="" type="checkbox"/> Growth Rates
Type of Travel Demand Model Used: <input type="checkbox"/> Metropolitan Planning Model <input checked="" type="checkbox"/> Other Model <i>Southeast Florida Regional Planning Model (SERPM)</i> <i>Note: As recommended by the Department, the traffic information provided in the Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannett Fleming (Feb.2019) were adopted for this project. As stated in the adopted report, a linear growth rate was determined from the FDOT historical trend analysis and growth analysis from the South East Florida Regional Planning Model (SERPM), Version 7.0</i>	<i>Refer to Section 4 of Project Traffic Analysis Report that discusses the recommended growth rate and future traffic volumes development</i>
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<u>10/16/2014</u> Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
<u>2010</u> Base Year of Travel Demand Model	
<u>2040</u> Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at: https://www.palmbeachtpa.org/LRTP	
Traffic Data and Factors	
Standard K = <u>7.2-8.5%</u>	Data Collection Year = <u>2018</u>
D Factor = <u>51.5-69.2%</u>	Opening Year = <u>2025</u>
T _{Daily} = <u>6.0%</u>	Interim Year = <u>--</u>
	Design Year = <u>2045</u>
Discuss any changes in land use, economics, population and employment data since the model was built: <i>The study area is fully developed and no changes in SE data were found.</i>	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs <i>The study corridor includes eight signalized intersections within the project limits. The traffic information provided in the Data Collection and Traffic Analysis West Atlantic Avenue report was adopted for this project as recommended by the Department. The recommended traffic factors were provided in Section 2.3. The study signalized intersections were analyzed for the existing, opening year, and design year using Synchro 10.0 using HCM methodologies. Measures of effectiveness (MOEs) include delay and level of service (LOS).</i>	

SECTION 1. INTRODUCTION

The Florida Department of Transportation (FDOT) District 4 has conducted this Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed four-to six-lane widening of along State Road (SR) 806 (Atlantic Avenue) from the Florida’s Turnpike (M.P. 1.748) to Jog Road (M.P. 3.560), in Palm Beach County. A project location map is shown in Figure 1. Currently, Atlantic Avenue is an urban principle arterial with the posted speed limit of 45 mph. As recommended by the Department, the traffic information provided in the Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannett Fleming was adopted for this project.

This Project Traffic Analysis Report (PTAR) documents the traffic analysis methodology, the development of design traffic volumes, the results of the traffic operational analysis under the No-Build Alternative and the Build Alternative for the future years, crash analysis, and provides a summary of the results in support of the Atlantic Avenue SEIR.

Figure 1: Project Location Map



1.1 Project Information

Atlantic Avenue is a major east-west urban principal arterial located in Palm Beach County. It is an important connection to the regional transportation network that links to Florida’s Turnpike and I-95. The project is located within the Palm Beach County. This corridor is classified in C3C-Suburban Commercial Context Classification which comprises mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network, according to the FDOT Context Classification Guide. There are several shopping centers and communities with parking areas within the project limits including Terra Nova planned development, Kings Point shopping center, Villages of Oriole Plaza, Lexington Club, Kings Point Condos, and Villages of Oriole community.

The proposed widening is included in the Palm Beach Transportation Planning Agency (TPA) 2045 Long Range Transportation Plan (LRTP), in the 2020-2040 Desires Plan, and within the FY 2022-2026 (adopted date: June 16, 2020) Transportation Improvement Program (TIP).

There is no planned transit system within the project limits. Atlantic Avenue within the study area contains a sidewalk adjacent to the westbound lanes throughout the entire length of the study area. Also, there is a sidewalk adjacent to the eastbound lanes from the Turnpike to Michelangelo Boulevard. However, there is an existing sidewalk gap from Michelangelo Blvd to west of Jog Road on the south side of Atlantic Avenue. Generally, there are four-foot wide bicycle lanes in each direction along Atlantic Avenue.

1.2 Purpose and Need

The primary purpose of the project is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships along State Road (SR) 806 (Atlantic Avenue) from the Florida's Turnpike to Jog Road.

The project is located within the jurisdiction of the Palm Beach TPA. The proposed widening is included in the Palm Beach TPA's 2045 LRTP, in the 2020-2040 Desires Plan and within the Transportation Improvement Program (TIP) Fiscal Years (FY) 2022-2026. This project is also listed as number 16-1 in the List of Priority Projects by the Palm Beach TPA. Funding for right-of-way is planned to be available in Year 2024-2025. Within the TIP, the total cost is listed for widening of Atlantic Avenue from west of Lyons Road to Jog Road.

The 2018 Annual Average Daily Traffic (AADT) within the project limits ranges from 38,900 to 46,700 vehicles per day (VPD). Based on the anticipated growth within the corridor, the future traffic volumes were projected from 57,100 to 70,400 VPD by 2045. The corridor with the existing capacity within the project limits is anticipated to operate at Level of Service (LOS) F by the design year 2045. Widening Atlantic Avenue will promote enhanced traffic flow and will help improve the LOS.

Atlantic Avenue intersects two major north-south roadways, Florida's Turnpike on the west and Jog Road on the east. The Turnpike is a part of the state's Strategic Intermodal System (SIS). The SIS includes Florida's important transportation facilities that support the state's economy and mobility. Currently, Atlantic Avenue is an inadequate link between these multilane roadways. Expanding Atlantic Avenue to six lanes will better serve the regional transportation network and the local collector roadways.

1.3 Methodology

The traffic analysis methodology, dated June 30, 2020, describes the methodology that was utilized to develop traffic forecasts and conduct operational and safety analyses for the existing and proposed corridor alternatives. The approved traffic analysis methodology memorandum is provided in **Appendix A**.

It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service targets for the State Highway System during peak travel hours are "D" in urbanized areas, according the FDOT Policy 000-525-006 Level of Service Targets for the SHS.

SECTION 2. EXISTING CONDITIONS

An analysis of existing conditions included the traffic operational analysis of the signalized intersections and the segments along Atlantic Avenue within the project limits. Per approved traffic analysis methodology, the stop-controlled intersections were not included in the traffic analysis.

2.1 Traffic Count Information

The traffic data provided in the 2019 Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannett Fleming was adopted for this project, as recommended by the Department. The intersection turning movement counts (TMCs) were collected in September 2018 at the following signalized intersections:

- Atlantic Avenue and Florida Turnpike Southbound (SB) Ramp
- Atlantic Avenue and Florida Turnpike Northbound (NB) Ramp/Tranquility Lake Dr.
- Atlantic Avenue and Stone Quarry Blvd/Lexington Club Blvd.
- Atlantic Avenue and Hagen Ranch Road
- Atlantic Avenue and Legends Way
- Atlantic Avenue and Cumberland Dr.
- Atlantic Avenue and Seville Terrace (Kings Point Entrance)
- Atlantic Avenue and Jog Road

Figure 2 displays the existing TMCs for AM and PM peak. The traffic counts and the traffic diagrams from the Data Collection and Traffic Analysis Report are presented in **Appendix B** for the project reference.

Figure 2: Existing (2018) Turning Movement Counts



2.2 Existing (2018) Lane Configuration

Atlantic Avenue within the project limits, is a four-lane divided roadway and is classified as an urban principle arterial and serving both local and regional traffic. The posted speed limit for Atlantic Avenue within the study area is 45 miles per hour (mph). It should be noted that the construction for the intersection improvement project at the intersection of Atlantic Avenue and Tranquility Lake Dr/Turnpike NB Ramps has been completed and opened to traffic in January 2021. The proposed lane modifications for this intersection was not included in the analyses for the existing year (2018). However, the analyses for the future years No-Build and Build alternatives were updated to reflect the proposed improvements. The existing (2018) lane configuration is shown in Figure 3.

Figure 3: Existing (2018) Lane Configuration



2.3 Traffic Factors

Based on the review of traffic information, a multi-peak period rather than a peak hour was found. Therefore, the K factors and D factors calculated from the existing turning movement volumes was assumed to be more representative of the real condition. Table 1 show the range of K and D factors calculated from the existing turning movement which used as input for the FDOT’s TMTTool as stated in the approved traffic analysis methodology. The TMTTool spreadsheets and developed future turning movement volumes were reviewed and approved by the Department before using in the traffic analysis.

Table 1. Recommended Traffic Factors

K Factor	D Factor	Daily Truck %	Design Hour Truck %
7.2-8.5%	51.5-69.2%	6.0%	3.0%

2.4 Analysis Years

The following analysis years were identified for this study through coordination with the District:

Existing Year:	2018
Opening Year:	2025
Design Year:	2045

2.5 Capacity Analysis

The segment and intersection LOS analysis was performed using Synchro 10 software and Highway Capacity Manual (HCM) 2010 methodology. It should be noted that there are limitations of generating HCM 2010 reports for the analysis of U-Turn movements at the signalized intersections. Therefore, HCM 2000 reports were used for the intersection analysis where HCM 2010 results cannot be reported. The LOS ranges from “A” thru “F”, with “A” representing the most desirable conditions and “F” representing the most undesirable conditions. There is signal coordination present along the corridor. The signal timing plans for all study intersections were obtained from Palm Beach County and included in **Appendix C**.

2.5.1 Intersection Operational Analysis for Existing Condition

Intersection LOS analysis was performed for each of the study intersections. Existing traffic operational analyses for AM and PM peak hours were conducted using collected peak hour turning movement counts in September 2018 per approved traffic analysis methodology. The peak hour factors and truck percentages calculated in the existing turning movement counts were used in the existing traffic operational analysis. Table 2 and Table 3 display the results for the study intersections using existing (2018) traffic volumes during AM and PM peaks hours, respectively. All intersections operate at an acceptable LOS D or better except the Jog Road intersection. The Synchro reports for the existing intersection analysis are included in **Appendix D**.

Table 2. Intersection Analysis Existing (2018)

Intersection	Direction	AM Peak				PM Peak			
		Approach		Intersection		Approach		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Turnpike SB Ramps	EB	16.8	B	18.2	B	14.3	B	12.9	B
	WB	5.0	A			4.9	A		
	SB	56.8	E			58.9	E		
Tranquility Lake Dr/ Turnpike NB Ramps	EB	11.7	B	45.7	D	9.8	A	32.6	C
	WB	70.2	E			28.4	C		
	NB	79.5	E			85.4	F		
	SB	56.0	E			68.3	E		
Lexington Club Blvd/Stone Quarry Rd	EB	27.8	C	35.4	D	25.8	C	37.3	D
	WB	34.9	C			42.7	D		
	NB	74.8	E			79.9	E		
	SB	50.5	D			59.7	E		
Hagen Ranch Rd	EB	36.8	D	31.9	C	28.3	C	28.9	C
	WB	14.9	B			23.9	C		
	SB	44.3	D			47.5	D		
Legends Way	EB	4.3	A	10.8	B	16.2	B	21.8	C
	WB	11.9	B			14.9	B		
	NB	66.9	E			65.6	E		
	SB	75.7	E			79.5	E		
Cumberland Dr	EB	10.3	B	11.2	B	2.7	A	7.2	A
	WB	8.7	A			6.7	A		
	SB	79.0	E			77.9	E		
Seville Terrace	EB	14.2	B	11.3	B	9.3	A	16.3	B
	WB	4.1	A			16.9	B		
	NB	62.8	E			77.2	E		
Jog Rd	EB	54.7	D	70.1	E	59.4	E	66.1	E
	WB	49.0	D			63.7	E		
	NB	58.3	E			72.1	E		
	SB	108.9	F			70.2	E		

2.5.1 Segment Operational Analysis for Existing Condition

The arterial segment LOS analysis was conducted using the Synchro software. Arterial performance measures of speed and LOS for the analysis of the segments within the study limits under existing (2018) condition, based on Synchro outputs, are shown in Table 3. As shown in the table, some segments operate at LOS E or F that exceed their capacity under existing conditions.

The Synchro reports are included in **Appendix D**.

Table 3. Segment Analysis Existing (2018)

Segments		Eastbound				Westbound			
		AM		PM		AM		PM	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Turnpike SB Ramps	Turnpike NB Ramps	13.8	E	19.1	D	26.6	C	27.2	C
Turnpike NB Ramps	Stone Quarry	15.2	E	16.6	E	5.0	F	9.0	F
Stone Quarry	Hagen Ranch	19.1	D	24.4	C	18.0	D	16.0	E
Hagen Ranch	Legends Way	25.3	C	15.6	E	16.3	E	12.5	F
Legends Way	Cumberland Dr	29.5	B	36.0	A	28.9	B	26.2	C
Cumberland Dr	Seville Terrace	24.2	C	27.1	C	27.6	C	29.2	B
Seville Terrace	Jog Rd	8.5	F	10.0	F	28.0	C	17.0	E

SECTION 3. SAFETY ANALYSIS

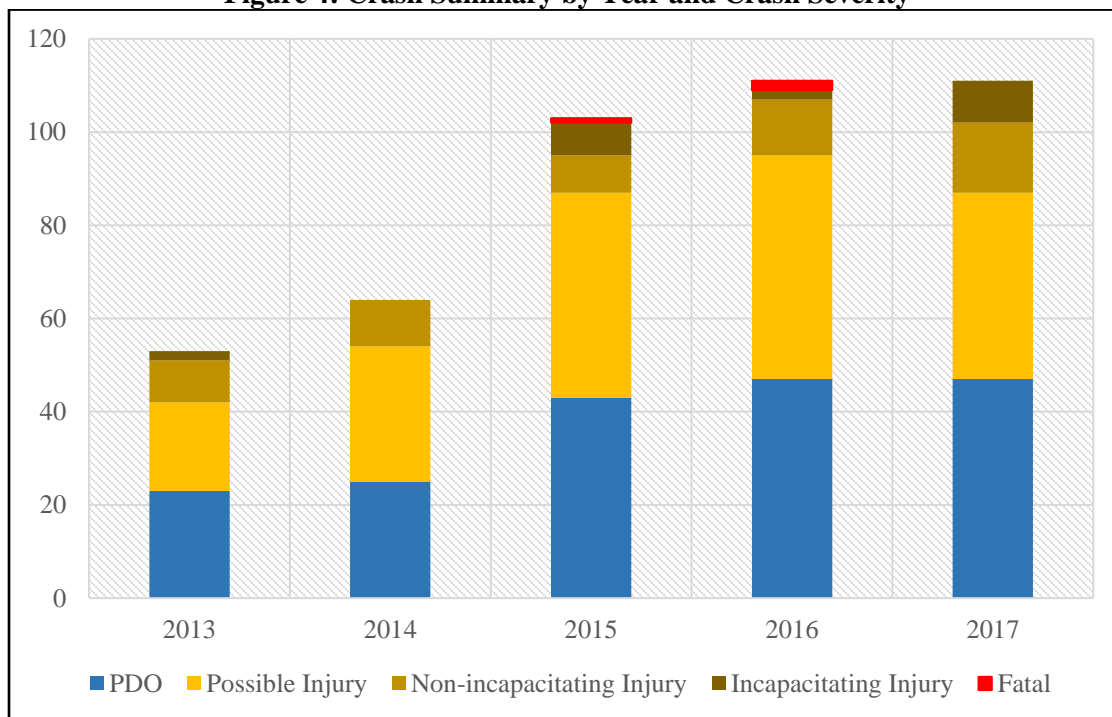
3.1 Historical Crash Data

Crash data for a five-year period (2013 to 2017) was provided by the Department. The Atlantic Avenue for the area of influence; west of the Turnpike at MP 1.648 to east of Jog Road at MP 3.660. Crash data was examined to determine frequency and type of crashes that had occurred on the corridor. The crash data is provided in **Appendix E**.

3.2 Corridor Wide Crash Statistics

Based on the crash data (2013-2017), a total of 442 crashes occurred including 3 fatal crashes, 253 injury crashes, and 186 property damage only (PDO) crashes resulted in 4 fatalities and 419 injuries. There were 11 pedestrian/bicycle crashes, including two fatal crashes and eight injury crashes. The most pedestrian/bicycle crashes (4 crashes) occurred at the Jog Road intersection, resulted in a fatality and three injuries. Figure 4 displays a summary of the crash data by year along with the respective severities from 2013 to 2017.

Figure 4: Crash Summary by Year and Crash Severity



Based on the FDOT statewide high-crash list for segments, the average crash rate of the segments within the project limit (3.81) is higher than the similar category average crash rate (1.38).

As shown in Figure 5, the highest crash type observed was rear-end crashes comprising 53.4% of the total crashes, followed by angle crashes (27.6%).

Figure 5: Crash Type

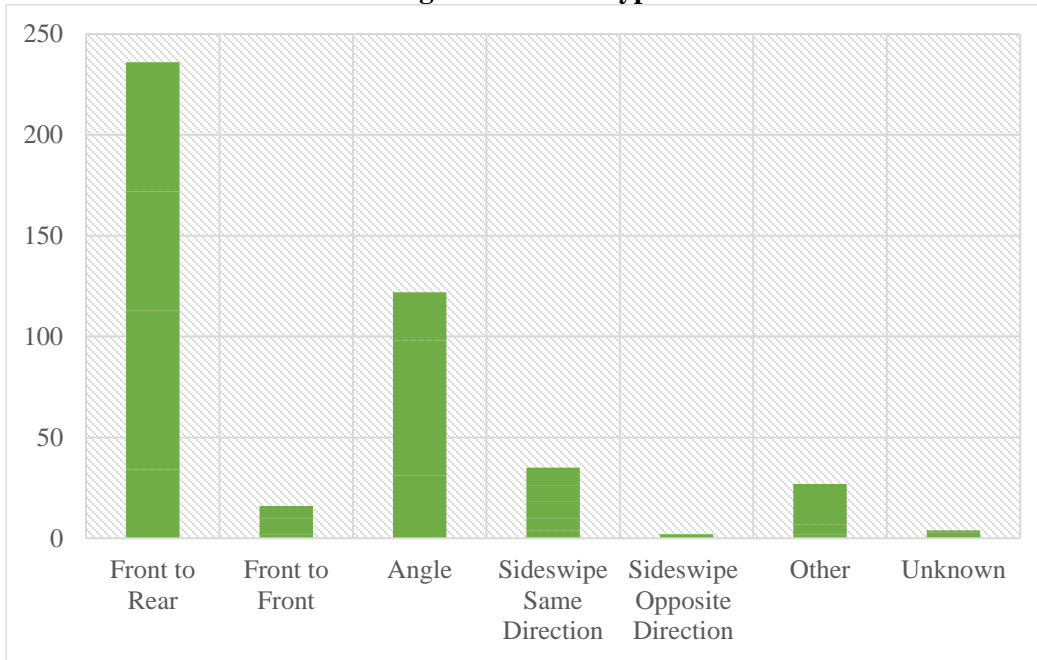


Figure 6 shows the crashes classified by the roadway surface conditions. Almost eighty-seven percent (86.9%) of the crashes occurred during dry road surface conditions and 13.1% of crashes occurred during wet surface conditions.

Figure 6: Road Surface Condition

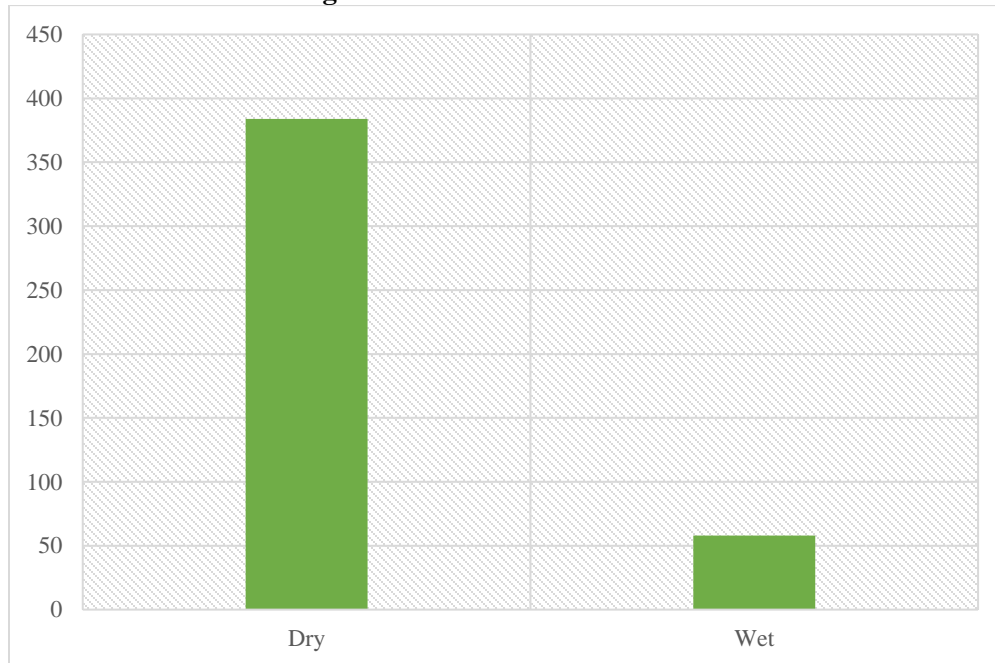
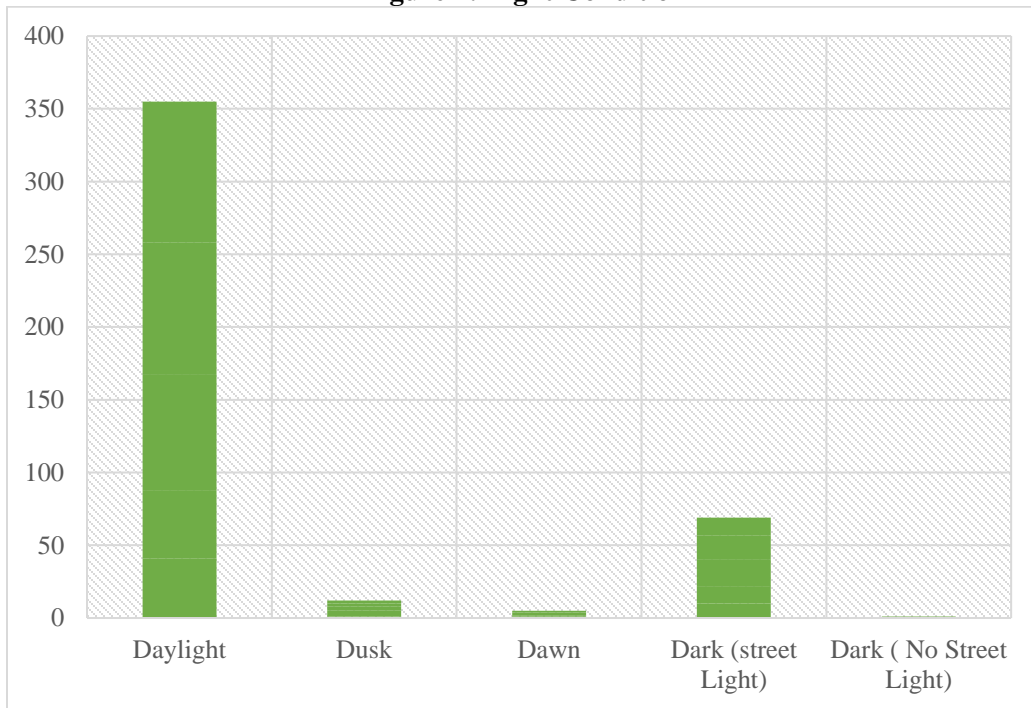


Figure 7 presents the crashes by the light condition. The data indicated that 80.3% of the crashes occurred during daylight while 15.6% occurred dark lighted condition.

Figure 7: Light Condition



3.3 Intersection Crash Analysis

A crash analysis was performed for each of the study intersections and the findings were summarized.

Turnpike Southbound Ramps

The Florida's turnpike southbound ramp intersection accounted for a total of 65 crashes with no fatal crashes and 29 injury crashes. The predominant crash type was angle crashes comprising 41.5% of the total crashes, followed by rear-end (32.3%). Of the 65 crashes observed at the intersection, 54 crashes occurred on dry road conditions and 51 crashes occurred during daylight. A crash summary for the turnpike southbound ramp intersection is shown in Table 4.

Table 4. Crash Summary for Turnpike SB Ramps Ramp Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	2	6	8	10	10	36	55.4%
Possible Injury	0	5	7	8	4	24	36.9%
Non-incapacitating Injury	0	2	1	1	1	5	7.7%
Total	2	13	16	19	15	65	100%
Crash Type							
Rear-end	0	4	2	7	8	21	32.3%
Head-on	0	0	2	0	0	2	3.1%
Angle	2	7	8	8	2	27	41.5%
Sideswipe Same Direction	0	1	2	2	2	7	10.8%
Other	0	1	0	2	3	6	9.2%
Unknown	0	0	2	0	0	2	3.1%
Total	2	13	16	19	15	65	100%
Road Surface Condition							
Dry	2	13	13	14	12	54	83.1%
Wet	0	0	3	5	3	11	16.9%
Total	2	13	16	19	15	65	100%
Light Condition							
Daylight	1	9	13	15	13	51	78.5%
Dusk	0	0	1	1	0	2	3.1%
Dawn	1	1	1	0	0	3	4.6%
Dark (Street Light)	0	3	1	3	2	9	13.8%
Total	2	13	16	19	15	65	100%

Turnpike Northbound Ramps/Tranquility Lake Road

There is a total of 17 crashes, resulted in 10 injury crashes. The highest crash type is rear-end crashes (10 crashes-58.8%). 94.1% of the crashes occurred on dry surface and 88.2% occurred during daylight. Crash summary is provided in Table 5.

Table 5. Crash Summary for Turnpike NB Ramps Ramp Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	0	1	4	2	0	7	41.1%
Possible Injury	1	0	0	3	2	6	35.3%
Non-incapacitating Injury	1	1	0	0	0	2	11.8%
Incapacitating Injury	1	0	0	0	1	2	11.8%
Total	3	2	4	5	3	17	100%
Crash Type							
Rear-end	3	1	3	3	0	10	58.8%
Angle	0	0	0	1	2	3	17.6%
Sideswipe Same Direction	0	0	1	1	0	2	11.8%
Other	0	1	0	0	1	2	11.8%
Total	3	2	4	5	3	17	100%
Road Surface Condition							
Dry	3	2	3	5	3	16	94.1%
Wet	0	0	1	0	0	1	5.9%
Total	3	2	4	5	3	17	100%
Light Condition							
Daylight	3	1	4	4	3	15	88.2%
Dark (Street Light)	0	1	0	1	0	2	11.8%
Total	3	2	4	5	3	17	100%

Stone Quarry Boulevard

A total of 20 crashes including 10 injury and no fatal crashes occurred at the Stone Quarry Boulevard intersection. The rear-end crashes is the primary crash type at this location. 85% of the crashes occurred on dry surface and 80% during daylight. Out of the total crashes, 15% occurred in the dark. No fatal crashes were recorded at the intersection. Table 6 shows a more detailed summary of the crashes at the Stone Quarry Boulevard intersection.

Table 6. Crash Summary for Stone Quarry Blvd Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	0	0	2	3	5	10	50%
Possible Injury	0	0	0	3	6	9	45%
Non-incapacitating Injury	0	0	0	1	0	1	5%
Total	0	0	2	7	11	20	100%
Crash Type							
Rear-end	0	0	2	7	6	15	75%
Head-on	0	0	0	0	2	2	10%
Angle	0	0	0	0	3	3	15%
Total	0	0	2	7	11	20	100%
Road Surface Condition							
Dry	0	0	2	6	9	17	85%
Wet	0	0	0	1	2	3	15%
Total	0	0	2	7	11	20	100%
Light Condition							
Daylight	0	0	1	7	8	16	80%
Dusk	0	0	0	0	1	1	5%
Dark (Street Light)	0	0	0	0	2	2	10%
Dark (No Street Light)	0	0	1	0	0	1	5%
Total	0	0	2	7	11	20	100%

Hagen Ranch Road

A total of 59 crashes occurred at this intersection which included one fatal crash and 34 injury crashes. 54.2% of the crashes were rear-end crashes and 91.5% of the crashes occurred when the roadway was dry. 84.7% of the crashes happened during daylight and the rest happened at nighttime. 59.4% of the crashes resulted in injuries. Table 7 shows the crash summary at the Hagen Ranch road intersection.

Table 7. Crash Summary for Hagen Ranch Rd Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	4	2	6	7	5	24	40.7%
Possible Injury	6	3	6	4	4	23	39.0%
Non-incapacitating Injury	3	1	1	1	1	7	11.9%
Incapacitating Injury	0	0	1	0	3	4	6.8%
Fatal	0	0	0	1	0	1	1.7%
Total	13	6	14	13	13	59	100%
Crash Type							
Rear-end	9	2	6	7	8	32	54.2%
Head-on	0	0	1	0	2	3	5.1%
Angle	1	3	4	3	1	12	20.3%
Sideswipe Same Direction	2	0	2	0	1	5	8.5%
Sideswipe Opposite Direction	0	0	0	2	0	2	3.4%
Other	1	1	0	1	1	4	6.8%
Unknown	0	0	1	0	0	1	1.7%
Total	13	6	14	13	13	59	100%
Road Surface Condition							
Dry	11	5	14	12	12	54	91.5%
Wet	2	1	0	1	1	5	8.5%
Total	13	6	14	13	13	59	100%
Light Condition							
Daylight	10	6	11	11	12	50	84.7%
Dark (Street Light)	3	0	3	2	1	9	15.3%
Total	13	6	14	13	13	59	100%

Legends Way

A total of 32 crashes occurred at the Legends Way intersection. 71.88% of the crashes resulted in injury. The majority of the crashes were rear-end crashes (56.2%). 75% of the crashes occurred during daylight and 81.3% occurred when the road was dry. Table 8 shows the crash summary at the Legends Way intersection.

Table 8. Crash Summary for Legends Way Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	3	0	2	1	3	9	28.1%
Possible Injury	1	2	8	2	3	16	50.0%
Non-incapacitating Injury	0	1	1	0	2	4	12.5%
Incapacitating Injury	0	0	1	0	2	3	9.4%
Total	4	3	12	3	10	32	100%
Crash Type							
Rear-end	4	3	4	3	4	18	56.2%
Head-on	0	0	0	0	1	1	3.1%
Angle	0	0	5	0	5	10	31.3%
Sideswipe Same Direction	0	0	2	0	0	2	6.3%
Other	0	0	1	0	0	1	3.1%
Total	4	3	12	3	10	32	100%
Road Surface Condition							
Dry	3	3	10	1	9	26	81.0%
Wet	1	0	2	2	1	6	19.0%
Total	4	3	12	3	10	32	100%
Light Condition							
Daylight	3	3	8	2	8	24	75.0%
Dusk	0	0	1	0	0	1	3.1%
Dawn	0	0	1	1	0	2	6.3%
Dark (Street Light)	1	0	2	0	2	5	16.0%
Total	4	3	12	3	10	32	100%

Cumberland Drive

A total of 34 crashes occurred at the Cumberland Drive intersection which included 58.9% of crashes that resulted in injuries. 79.4% of the total crashes were rear-end crashes. Most of the crashes occurred during daytime (82.4%) and the dry road surface (85.3%). Table 9 shows the crash summary at the Cumberland Drive intersection.

Table 9. Crash Summary for Cumberland Dr Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	1	2	3	3	5	14	41.2%
Possible Injury	0	4	4	3	3	14	41.2%
Non-incapacitating Injury	0	1	0	3	0	4	11.8%
Incapacitating Injury	0	0	0	1	1	2	5.9%
Total	1	7	7	10	9	34	100%
Crash Type							
Rear-end	1	7	6	6	7	27	79.4%
Angle	0	0	1	3	1	5	14.7%
Other	0	0	0	1	1	2	5.9%
Total	1	7	7	10	9	34	100%
Road Surface Condition							
Dry	0	5	6	9	9	29	85.3%
Wet	1	2	1	1	0	5	14.7%
Total	1	7	7	10	9	34	100%
Light Condition							
Daylight	1	4	7	8	8	28	82.4%
Dusk	0	1	0	0	0	1	2.9%
Dark (Street Light)	0	2	0	2	1	5	14.7%
Total	1	7	7	10	9	34	100%

Seville Terrace

The Seville Terrace intersection accounted for a total of 19 crashes. The highest crash type observed at this intersection was rear-end crashes which make up 68.4% of the crashes. 89.5% of the crashes occurred on a dry roadway surface and during daylight. Table 10 shows the crash summary at the Seville Terrace intersection.

Table 10. Crash Summary for Seville Terrace Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	0	1	2	2	1	6	32%
Possible Injury	3	1	0	2	1	7	37%
Non-incapacitating Injury	3	0	1	0	1	5	26%
Incapacitating Injury	0	0	0	0	1	1	5.3%
Total	6	2	3	4	4	19	100%
Crash Type							
Rear-end	4	1	2	2	4	13	68%
Angle	1	1	0	0	0	2	11%
Sideswipe Same Direction	0	0	0	1	0	1	5.3%
Other	1	0	1	1	0	3	16%
Total	6	2	3	4	4	19	100%
Road Surface Condition							
Dry	5	2	3	3	4	17	89%
Wet	1	0	0	1	0	2	11%
Total	6	2	3	4	4	19	100%
Light Condition							
Daylight	5	2	2	4	4	17	89%
Dark (Street Light)	1	0	1	0	0	2	11%
Total	6	2	3	4	4	19	100%

Jog Road

The Jog Road intersection is a high crash intersection as it accounted for a total of 123 crashes among which one was a fatal crash. Of the 123 crashes recorded, 71 resulted in injury crashes. The highest crash type observed was rear-end crashes (43.9%), followed by angle crashes. 88.6% of the crashes happened when the roadway surface was dry and 74.8% happened during daylight. Table 11 shows the crash summary for the Jog Road intersection.

Table 11. Crash Summary for Jog Rd Intersection

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	10	8	12	12	9	51	41%
Possible Injury	5	7	9	17	10	48	39%
Non-incapacitating Injury	2	3	2	4	7	18	15%
Incapacitating Injury	1	0	3	1	0	5	4.1%
Fatal	0	0	1	0	0	1	0.8%
Total	18	18	27	34	26	123	100%
Crash Type							
Rear-end	9	8	9	13	15	54	43.9%
Head-on	2	0	2	2	0	6	4.9%
Angle	6	4	14	13	5	42	34.1%
Sideswipe Same Direction	1	5	1	3	5	15	12.2%
Other	0	1	1	2	1	5	4.1%
Unknown	0	0	0	1	0	1	0.8%
Total	18	18	27	34	26	123	100%
Road Surface Condition							
Dry	16	14	25	32	22	109	88.6%
Wet	2	4	2	2	4	14	11.4%
Total	18	18	27	34	26	123	100%
Light Condition							
Daylight	13	12	18	27	22	92	74.8%
Dusk	1	1	1	0	1	4	3.3%
Dark (Street Light)	4	5	8	7	3	27	21.9%
Total	18	18	27	34	26	123	100%

3.4 Potential Safety Improvement

The proposed widening from four-lanes to six-lanes is desirable from a safety perspective as lower delay and fewer stops on a major road is expected to help alleviate crashes. In the last five years, there were 11 reported crashes involved pedestrian and bicycles, resulted in two fatal crashes. Vulnerable road users consist of bicyclists, pedestrians, and motorcyclists, all of whom are susceptible to greater risk of injury or fatality than vehicle occupants involved in a crash. There is an existing sidewalk gap from Michelangelo Blvd. to west of Jog Road on the south side of Atlantic Avenue. Sidewalks and bicycle lanes on both sides will be included in the conceptual design alternatives. The connectivity of the sidewalks and bicycle lanes

throughout the corridor may result in a potential decrease in crashes and overall safety enhancement for cyclists and pedestrians in the future.

According to the 2019 FDOT Safety Analysis Guidebook for PD&E Studies, a Crash Modification Factor (CMF) was used to compare relative safety benefits of proposed widening. Per approved traffic analysis methodology, no predictive method was expected for this study. A CMF is only an estimated value of the crash reduction potential of a treatment or alternative. CMFs with a value less than 1.0 indicate an expected decrease in crashes. CMFs are rated with a star quality rating that indicates the quality or confidence in the results of the studies producing the CMFs. Star ratings are assigned on a scale of one star to five stars, with five stars indicating the highest and most reliable rating.

The following CMFs from the FHWA's Clearinghouse were found as the CMFs relevant to this project with a 4-star rating:

- CMF ID 7924: CMF 0.85 for all crashes (4-star rating)
- CMF ID 7926: CMF 0.847 for all crashes (4-star rating)
- CMF ID 7927: CMF 0.798 for all crashes (4-star rating)
- CMF ID 7928: CMF 0.802 for all crashes (4-star rating)

The corresponding CMF tables are included in **Appendix E**.

SECTION 4. DEVELOPMENT OF FUTURE TRAFFIC FORECASTS

Future traffic forecasts were developed based on the procedures outlined in the FDOT Project Traffic Forecasting Handbook. As recommended by the District, the traffic information provided in the Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannett Fleming was adopted for this project.

4.1 Future Traffic Volume Development

As indicated in the approved traffic analysis methodology, only one set of future traffic volumes were developed and used for both the No-Build and Build alternatives. The future years of analysis include opening year 2025 and design year 2045 (AM and PM peak). No analysis for interim year was expected for this project.

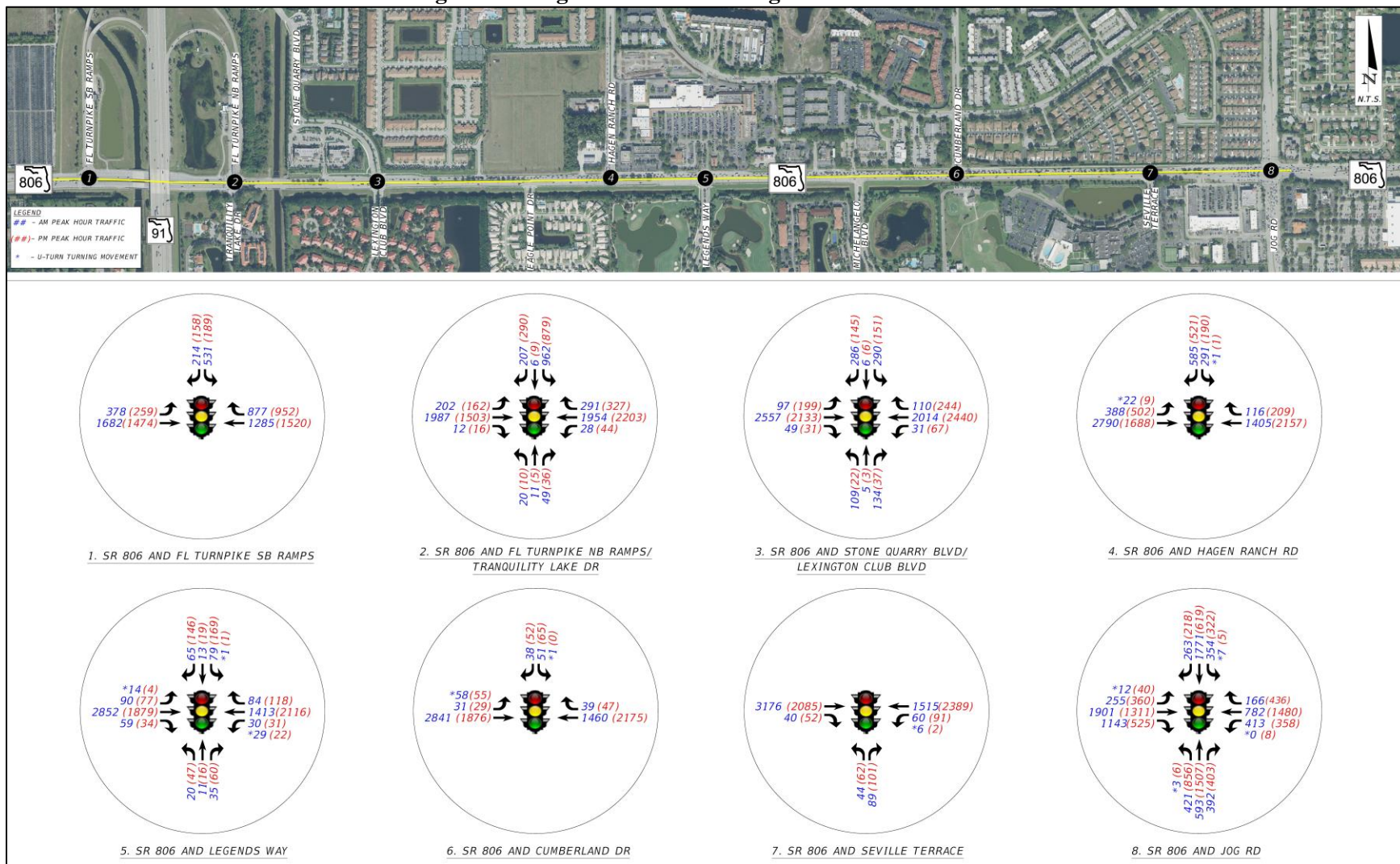
As stated in the Data Collection and Traffic Analysis Report, an annual growth rate for developing future year volumes was determined from the FDOT historical trend analysis and growth analysis from the Southeast Florida Regional Planning Model (SERPM). For the mainline and cross streets, a 1.6% linear annual growth rate was used as recommended by the Department. To develop future year turning movement volumes for study intersections, the existing year (2018) turning movement volumes, the recommended annual linear growth rate, and K Factors and D Factors developed from the count data were utilized as inputs into the TMTTool, in accordance with the 2019 FDOT Project Traffic Forecasting Handbook. Finally, the traffic balancing for the future turning movement volumes along the corridor was performed and the results confirmed that the differences of departure and arrival traffic volumes between the signalized intersections are less than 10% acceptable tolerance. The developed future turning movement volumes and TMTTool spreadsheets were reviewed and approved by the Department. The details are provided in the future traffic volume development technical memorandum as included in **Appendix F**.

The approved future turning movement volumes for 2025 and 2045 were used for the traffic operational analysis of the No-Build and Build alternatives. Figure 8 and Figure 9 depict the opening year and design year turning movement volumes for the study intersections, respectively.

Figure 8: Opening Year 2025 Turning Movement Volumes



Figure 9: Design Year 2045 Turning Movement Volumes



SECTION 5. ALTERNATIVE ANALYSIS

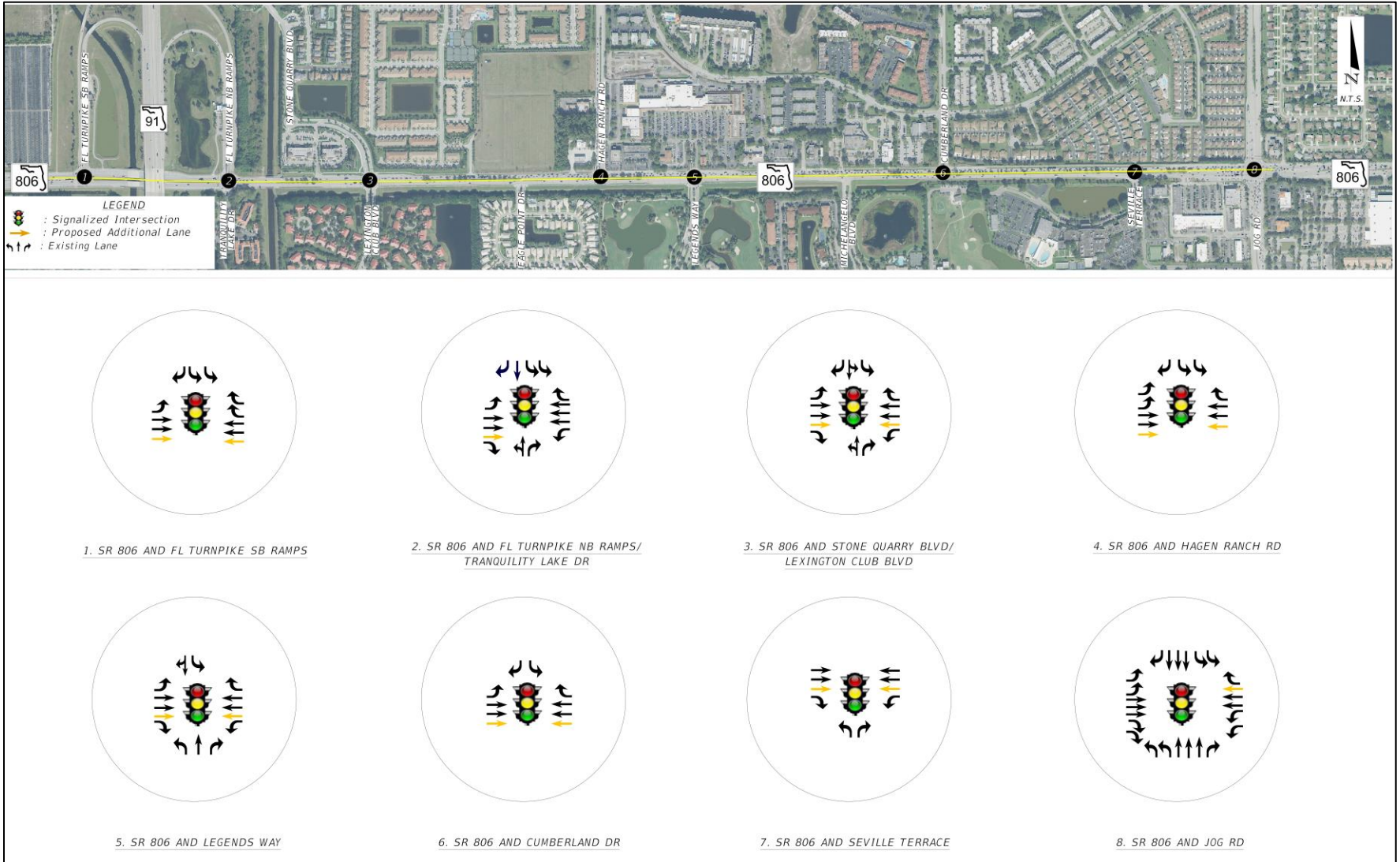
All signalized intersections and roadway segments within the study were evaluated for the future analysis years for both the No-Build and Build alternatives. The No-Build condition is assumed that Atlantic Avenue and all cross-streets remain unchanged from existing lane configurations with the exception of the two intersection improvement projects:

- Hagen Ranch Road and Atlantic Avenue Intersection Improvements (Project No. 2017104): Widen to west to add separator, expand intersection to fully accommodate SB dual left turns and SB right turn
- Atlantic Avenue and Florida's Turnpike NB Ramps Intersection Improvements (Project No. 2012501): Add right turn lane and thru lane on westbound approach

The construction for the intersection improvement project at the intersection of Atlantic Avenue and Tranquility Lake Dr/Turnpike NB Ramps has been completed and opened to traffic in January 2021. Therefore, the proposed improvements were included to all analyses for the future years for both No-Build and Build alternatives.

Under the Build alternative, Atlantic Avenue was evaluated as a six-lane divided facility. The lane configuration for the Build Alternative is illustrated in Figure 10.

Figure 10: Build Alternative Lane Configuration



5.1 Intersection Operational Analysis for No-Build Alternative

Similar to the existing operational analysis, Synchro and HCM methodologies were utilized to perform intersection operational analysis in the AM and PM peak hours for both opening and design years. It should be noted that there are limitations of generating HCM 2010 reports for the signalized intersections. Hence, HCM 2000 reports were used for the intersection analysis where HCM 2010 results cannot be reported. Per approved traffic analysis methodology, a truck percentage of 3.0% and peak hour factor (PHF) of 0.95 were used for all future traffic analyses. Also, the optimized signal timings were tested, and it was determined that the existing signal timing could not be significantly improved on, given the existing geometry and coordinated system cycle length. Therefore, no timing adjustments were included under No-Build condition. The Synchro report is provided in **Appendix G**. As shown in the Table 12 and Table 13, all intersections except Jog Road intersection under No-Build condition are expected to provide an overall acceptable LOS in 2025. However, several study intersections are anticipated to operate at LOS F under No-Build for the design year 2045.

Table 12. Intersection Analysis No-Build Opening Year 2025

Intersection	Direction	2025 AM Peak				2025 PM Peak			
		Approach		Intersection		Approach		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Turnpike SB Ramps	EB	17.4	B	18.0	B	14.7	B	12.8	B
	WB	4.9	A			4.5	A		
	SB	57.8	E			62.1	E		
Tranquility Lake Dr/ Turnpike NB Ramps	EB	6.8	A	27.1	C	3.8	A	28.5	C
	WB	30.6	C			25.0	C		
	NB	79.1	E			84.8	F		
	SB	55.3	E			69.2	E		
Lexington Club Blvd/Stone Quarry Rd	EB	28.5	C	35.3	D	24.3	C	38.8	D
	WB	34.4	C			48.0	D		
	NB	75.2	E			80.4	F		
	SB	53.4	D			59.9	E		
Hagen Ranch Rd	EB	43.0	D	36.5	D	29.0	C	32.2	C
	WB	17.5	B			30.3	C		
	SB	45.6	D			48.8	D		
Legends Way	EB	4.3	A	9.6	A	15.8	B	20.4	C
	WB	10.6	B			13.4	B		
	NB	68.9	E			66.3	E		
	SB	75.1	E			79.8	E		
Cumberland Dr	EB	11.4	B	9.7	A	3.0	A	8.4	A
	WB	2.7	A			9.4	A		
	SB	76.0	E			81.7	F		
Seville Terrace	EB	12.1	B	10.7	B	10.7	B	19.9	B
	WB	4.7	A			23.0	C		
	NB	73.0	E			77.5	E		
Jog Rd	EB	59.4	E	73.2	E	63.6	E	70.6	E
	WB	53.0	D			71.2	E		
	NB	60.8	E			75.6	E		
	SB	111.2	F			70.7	E		

Table 13. Intersection Analysis No-Build Design Year 2045

Intersection	Direction	2045 AM Peak				2045 PM Peak			
		Approach		Intersection		Approach		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Turnpike SB Ramps	EB	21.4	C	37.7	D	13.9	B	18.4	B
	WB	48.3	D			16.1	B		
	SB	51.8	D			57.1	E		
Tranquility Lake Dr/ Turnpike NB Ramps	EB	141.5	F	91.7	F	21.1	C	50.0	D
	WB	61.1	E			36.5	D		
	NB	78.8	E			86.1	F		
	SB	58.4	E			119.1	F		
Lexington Club Blvd/Stone Quarry Rd	EB	148.9	F	106.1	F	34.9	C	111.4	F
	WB	70.8	E			184.0	F		
	NB	74.7	E			80.9	F		
	SB	51.5	D			55.3	E		
Hagen Ranch Rd	EB	133.8	F	91.6	F	28.9	C	95.0	F
	WB	26.0	C			169.3	F		
	SB	51.6	D			51.9	D		
Legends Way	EB	66.5	E	50.3	D	25.6	C	29.0	C
	WB	15.6	B			22.9	C		
	NB	67.1	E			62.7	E		
	SB	75.8	E			79.2	E		
Cumberland Dr	EB	23.9	C	18.3	B	5.9	A	14.1	B
	WB	3.5	A			18.0	B		
	SB	78.3	E			78.6	E		
Seville Terrace	EB	115.1	F	71.8	E	13.6	B	72.1	E
	WB	7.0	A			108.7	F		
	NB	72.6	E			77.0	E		
Jog Rd	EB	114.5	F	128.8	F	91.8	F	117.9	F
	WB	78.2	E			131.7	F		
	NB	87.2	F			143.2	F		
	SB	201.7	F			80.7	F		

5.2 Segment Analysis for No-Build Alternative

The arterial segment LOS analysis was conducted using the Synchro software. Table 14 and Table 15 show the results for the segments within the project limits for the No-Build alternative. The Synchro reports are included in **Appendix G**.

Table 14. Segment Analysis No-Build 2025

Segments		Eastbound				Westbound			
		AM		PM		AM		PM	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Turnpike SB Ramps	Turnpike NB Ramps	14.1	E	18.6	D	26.8	C	27.4	C
Turnpike NB Ramps	Stone Quarry	15.4	E	17.4	D	12.6	F	16.8	E
Stone Quarry	Hagen Ranch	17.4	D	24.2	C	18.1	D	15.2	E
Hagen Ranch	Legends Way	24.9	C	15.8	E	15.1	E	10.7	F
Legends Way	Cumberland Dr	28.3	B	36.3	A	30.0	B	27.2	C
Cumberland Dr	Seville Terrace	25.9	C	26.1	C	33.2	B	27.0	C
Seville Terrace	Jog Rd	8.3	F	10.0	F	28.9	B	14.6	E

Table 15. Segment Analysis No-Build 2045

Segments		Eastbound				Westbound			
		AM		PM		AM		PM	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Turnpike SB Ramps	Turnpike NB Ramps	5.9	F	16.4	E	8.1	F	18.3	D
Turnpike NB Ramps	Stone Quarry	4.7	F	14.0	E	6.9	F	13.1	E
Stone Quarry	Hagen Ranch	7.3	F	24.5	C	12.1	F	5.9	F
Hagen Ranch	Legends Way	6.1	F	12.8	F	11.8	F	2.7	F
Legends Way	Cumberland Dr	23.5	C	35.1	A	26.8	C	22.7	C
Cumberland Dr	Seville Terrace	7.4	F	24.1	C	32.2	B	21.5	D
Seville Terrace	Jog Rd	4.3	F	8.8	F	25.7	C	5.2	F

5.3 Intersection Operational Analysis for Build Alternative

Under the Build Alternative, Atlantic Avenue is widened from four-lanes to six-lanes by adding a through lane in each direction. It should be noted that the existing lane configuration of Atlantic Avenue between Seville Terrace (Kings Point Entrance) and Jog Road is a 5-lane section. The only changes for the Jog Road intersection under the Build condition in compared to the No-Build condition are: 1) convert the available dedicated westbound right turn to a through lane and add a right turn pocket, 2) convert 5-lanes to 6-lanes west of Jog Road (add one more receiving lane).

A synchro analysis was conducted for the Build alternative based on the optimized signal timing. Table 16 and Table 17 display the delay and corresponding LOS at the study intersections for AM and PM peak hours under Build condition. The results show the overall intersection LOS D or better for all study intersections except Jog Road intersection AM and PM peak hours under Build condition. It should be noted that the overall delay at the Jog Road intersection was slightly reduced under Build condition, but the intersection is still anticipated to operate at LOS E in 2025 and LOS F in 2045. Additionally, the intersection expansion including adding a third left turn for each approach at the Jog Road intersection was tested and the result indicated that an acceptable LOS would not be reached by maximizing the intersection footprint with the existing traffic signal. Therefore, the evaluation of innovative control strategy for the Jog Road intersection was considered and discussed later in this report.

The Synchro reports are provided in **Appendix H**.

Table 16. Intersection Analysis Build Opening Year 2025

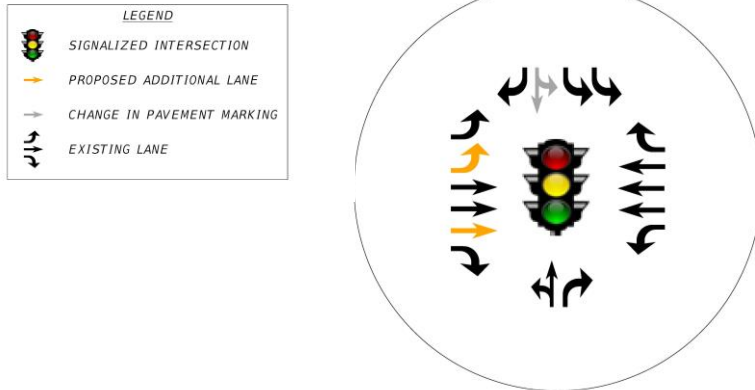
Intersection	Direction	2025 AM Peak				2025 PM Peak			
		Approach		Intersection		Approach		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Turnpike SB Ramps	EB	19.0	B	17.6	B	15.0	B	12.3	B
	WB	1.6	A			3.3	A		
	SB	60.3	E			62.2	E		
Tranquility Lake Dr/ Turnpike NB Ramps	EB	2.3	A	14.2	B	1.8	A	15.7	B
	WB	1.4	A			1.1	A		
	NB	79.1	E			84.8	F		
	SB	57.4	E			65.0	E		
Lexington Club Blvd/Stone Quarry Rd	EB	17.8	B	27.5	C	16.6	B	26.7	C
	WB	26.6	C			29.8	C		
	NB	75.2	E			80.4	F		
	SB	56.4	E			67.3	E		
Hagen Ranch Rd	EB	30.1	C	26.8	C	34.3	C	28.1	C
	WB	11.5	B			17.0	B		
	SB	41.3	D			45.5	D		
Legends Way	EB	1.5	A	8.4	A	9.0	A	17.0	B
	WB	12.4	B			12.3	B		
	NB	68.9	E			66.2	E		
	SB	75.1	E			79.6	E		
Cumberland Dr	EB	10.4	B	8.8	A	1.4	A	3.9	A
	WB	1.6	A			2.1	A		
	SB	75.6	E			81.7	F		
Seville Terrace	EB	3.3	A	4.7	A	15.7	B	12.6	B
	WB	2.3	A			7.5	A		
	NB	74.5	E			77.8	E		
Jog Rd	EB	74.8	E	70.6	E	63.2	E	62.6	E
	WB	64.1	E			58.1	E		
	NB	61.9	E			62.6	E		
	SB	73.6	E			70.3	E		

Table 17. Intersection Analysis Build Design Year 2045

Intersection	Direction	2045 AM Peak				2045 PM Peak			
		Approach		Intersection		Approach		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Turnpike SB Ramps	EB	21.8	C	20.2	C	16.4	B	13.6	B
	WB	6.5	A			5.4	A		
	SB	55.6	E			58.5	E		
Tranquility Lake Dr/ Turnpike NB Ramps	EB	8.0	A	24.8	C	4.6	A	28.2	C
	WB	8.5	A			1.8	A		
	NB	78.8	E			86.1	F		
	SB	84.0	F			117.3	F		
Lexington Club Blvd/Stone Quarry Rd	EB	24.7	C	35.4	D	23.3	C	35.4	D
	WB	36.9	D			41.3	D		
	NB	73.8	E			79.3	E		
	SB	63.4	E			67.6	E		
Hagen Ranch Rd	EB	35.0	C	31.0	C	32.5	C	30.6	C
	WB	13.8	B			21.5	C		
	SB	46.0	D			55.2	E		
Legends Way	EB	4.9	A	11.5	B	19.2	B	22.0	C
	WB	15.5	B			13.9	B		
	NB	67.1	E			62.7	E		
	SB	75.8	E			79.2	E		
Cumberland Dr	EB	12.5	B	10.4	B	2.5	A	8.0	A
	WB	2.1	A			9.2	A		
	SB	76.8	E			78.3	E		
Seville Terrace	EB	7.1	A	7.0	A	14.5	B	17.5	B
	WB	2.6	A			16.5	B		
	NB	75.3	E			79.4	E		
Jog Rd	EB	114.5	F	128.3	F	79.0	E	85.2	F
	WB	75.1	E			94.5	F		
	NB	87.2	F			85.5	F		
	SB	201.7	F			78.0	E		

Although the results show the overall intersection LOS C at the Tranquility Lake Dr/Turnpike NB ramps intersection under Build alternative, the large delays were identified for some movements at this intersection. To improve the traffic operations during peak hours, it is recommended to add an additional left turn lane eastbound and provide an additional left turn lane for southbound by only changing the pavement marking to make two left turn lanes, one shared through-left lane, and one right turn lane under the Build condition. The proposed lane configuration at the Tranquility Lake Dr/Turnpike NB ramps intersection is shown in Figure 11. Further evaluation of this improvement and coordination with the Department, Palm Beach County, and Florida’s Turnpike will be needed during design phase.

Figure 11: Proposed Improvements for Turnpike NB ramps Intersection



5.4 Segment Analysis for Build Alternative

The arterial segment LOS analysis under the Build alternative was conducted using the Synchro software. Table 18 and Table 19 display the results for the segments within the project limits for the Build alternative. The Synchro reports are included in **Appendix H**. As shown in the tables, there are a few segments that are showing LOS E or F. However, the Build alternative shows considerable improved operating conditions at all segments during both the AM and PM peak hours. It should be noted that the operation speeds under Build alternative were improved for all segments except the eastbound segment between Seville Terrace and Jog Road where the existing three through lanes are consistent for both the No-Build and Build alternatives.

Table 18. Segment Analysis Build 2025

Segments		Eastbound				Westbound			
		AM		PM		AM		PM	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Turnpike SB Ramps	Turnpike NB Ramps	17.0	E	20.0	D	30.8	B	30.7	B
Turnpike NB Ramps	Stone Quarry	18.7	D	21.1	D	17.1	D	23.3	C
Stone Quarry	Hagen Ranch	20.9	D	21.0	D	20.3	D	19.6	D
Hagen Ranch	Legends Way	29.9	B	20.6	D	18.3	D	15.1	E
Legends Way	Cumberland Dr	29.3	B	37.5	A	28.4	B	28.1	B
Cumberland Dr	Seville Terrace	32.6	B	23.4	C	34.3	B	33.8	B
Seville Terrace	Jog Rd	6.8	F	9.9	F	30.8	B	23.7	C

Table 19. Segment Analysis Build 2045

Segments		Eastbound				Westbound			
		AM		PM		AM		PM	
		Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Turnpike SB Ramps	Turnpike NB Ramps	15.2	E	19.3	D	22.9	C	27.3	C
Turnpike NB Ramps	Stone Quarry	16.2	E	18.1	D	13.7	E	14.5	E
Stone Quarry	Hagen Ranch	19.7	D	22.5	C	18.4	D	16.4	E
Hagen Ranch	Legends Way	24.4	C	15.0	E	17.0	D	13.4	E
Legends Way	Cumberland Dr	27.7	C	37.3	A	26.7	C	26.9	C
Cumberland Dr	Seville Terrace	28.8	B	23.8	C	33.9	B	27.1	C
Seville Terrace	Jog Rd	4.2	F	7.6	F	29.8	B	17.4	D

5.5 Queue Analysis of Build Alternative for Design Year 2045

The 95th percentile queue lengths were evaluated for each of the study intersections for the Build alternative in the design year 2045 for both peak hour conditions to identify potential queue storage length deficiencies. The anticipated queue lengths in the through lanes were also reviewed, since lane queuing can sometimes block access to the left turn lanes. As shown in Table 20, the available storage lengths for most turn lanes within the study area are expected to be acceptable during the design year except the ones marked in red where the 95th percentile queue lengths exceed the available storage. The Synchro reports are included in **Appendix H**.

Table 20. Queue Analysis Build Alternative Design Year 2045

Intersection	Time Period	95 th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Turnpike SB Ramps	Available Storage	600	3,475	-	-	1,000	700	-	-	-	750	-	175
	AM Peak	504	338	-	-	m243	m55	-	-	-	345	-	156
	PM Peak	386	199	-	-	452	m318	-	-	-	149	-	175
Tranquility Lake Dr/ Turnpike NB Ramps	Available Storage	425	1,050	425	350	1,050	350	350		350	350	350	350
	AM Peak	#316	829	m0	m25	#915	139	34		0	#623	16	141
	PM Peak	232	319	0	m30	#1026	m134	45		0	#695	24	332
Lexington Club Blvd/Stone Quarry Rd	Available Storage	275	1,025	300	325	1750	200	250		250	750	250	200
	AM Peak	m80	m899	m0	m24	810	m60	190		52	212	215	308
	PM Peak	m243	m653	m0	m23	1,105	m198	64		0	149		148
Hagen Ranch Rd	Available Storage	300	1,750	-	-	625	550	-	-	-	900 ³	-	450
	AM Peak	m267	1,158	-	-	440	0	-	-	-	180	-	710
	PM Peak	#386	642	-	-	294	31	-	-	-	140	-	713
Legends Way	Available Storage	325	625	275	200	1,925	250	175	400	400	275	275	
	AM Peak	m8	702	m0	61	420	59	49	33	1	144	68	
	PM Peak	73	813	14	m29	277	31	92	39	37	274	179	
Cumberland Dr	Available Storage	300	1,925	-	-	1,425	250	-	-	-	375	-	375
	AM Peak	m28	1,055	-	-	103	m2	-	-	-	105	-	40
	PM Peak	100	33	-	-	695	m10	-	-	-	128	-	48
Seville Terrace	Available Storage	-	1,425	225	200	850	-	150	-	150	-	-	-
	AM Peak	-	328	m2	m23	m95	-	89	-	118	-	-	-
	PM Peak	-	798	15	m12	m675	-	123		-	112	-	-
Jog Rd	Available Storage	400 ¹	850	300	400	1375	400 ²	275	450	250	550	1,450	450
	AM Peak	m#233	#1014	#467	#387	279	52	#394	252	#438	#279	#1047	198
	PM Peak	#385	#667	217	#334	#789	400	#718	#751	330	#302	303	156

Notes: All available storage lengths for left and right turns are based on the turn pocket lengths in feet, or link distance per lane to adjacent signalized intersection for through movements
#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.
¹: The EB left turn lanes at Jog Rd intersection are proposed to be extended as the access point will be closed to address the access management/safety issue.
²: Under Build condition, the existing dedicated right turn at Jog Rd is converted to through lane and a right turn pocket is added.
³: Hagen Ranch Rd Intersection Improvements: Widen to west to add separator, expand intersection to fully accommodate SB dual left turns and SB right turn

In practice, 95th percentile queue will rarely be exceeded, and the queue lengths shown in the table are acceptable for the design of storage bays where the queue lengths deficiencies were found. It should be noted that deceleration lengths (refer to FDOT Design Manual-Exhibit 212-1) should be added to the queue lengths. Implementation of the required storage lengths needs coordination with associated agencies during design phase.

For the Tranquility Lake Dr/Turnpike NB ramps intersection, the 95th percentile volume exceeded capacity for the southbound left in both AM and PM peak hours. The proposed improvements described in the previous section (shown in Figure 11) is expected to address the queue deficiencies and better accommodate the design year traffic demand during the peak hours. As stated before, the Jog Road intersection is anticipated to operate at unacceptable LOS and the evaluation of innovative intersection control strategy for the Jog Road intersection was performed and discussed later in the next section.

5.6 Intersection Control Evaluation (ICE) for Jog Road Intersection

Based on the operational analysis results under Build condition, the intersection of Atlantic Avenue and Jog Road with the existing traffic signal is anticipated to operate at LOS F for the design year during AM and PM peak. In order to identify a viable intersection control strategy to better accommodate the high volumes and reduce delays during peak periods, the Intersection Control Evaluation (ICE) Stage 1 was performed for the intersection of Atlantic Avenue and Jog Road, in accordance with the FDOT ICE Manual. The Stage 1 of ICE analysis comprises the Capacity Analysis for the Planning of Junctions (CAP-X) and the Safety Performance for Intersection Control Evaluation (SPICE).

The CAP-X tool is an operational analysis tool to evaluate selected types of innovative intersection designs and the SPICE is a separate tool used for safety analysis. The results of the ICE analysis for the Jog Road intersection using FDOT’s CAP-X and SPICE tools are shown in Table 21 through Table 23. The completed FDOT Stage 1 ICE forms for Jog Road intersection is included in **Appendix I**.

Based on the ICE results, a Displaced Left Turn (DLT) intersection design, also known as Continuous Flow Intersection (CFI), would provide an operational improvement but existing R/W limitation will lessen feasibility. After discussion with the Department and Palm Beach County, a Partial DLT (East-West) as a viable at-grade alternative was selected to be evaluated as it provides operational benefits with less R/W impacts and construction cost when compared to the DLT.

Table 21. ICE CAP-X for Jog Road Intersection 2045 AM Peak

Capacity Analysis for Planning of Junctions						
Dynamic Results Summary						
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.70	1	4.8	Fair	Fair	Good
Partial Displaced Left Turn E-W	0.85	2	4.8	Fair	Fair	Good
Traffic Signal	1.13	3	4.8	Fair	Fair	Good
Partial Median U-Turn E-W	1.43	4	6.3	Good	Good	Fair
Quadrant Roadway S-W	1.60	5	4.4	Fair	Fair	Fair
Median U-Turn E-W	1.60	5	6.3	Good	Good	Fair
Signalized Restricted Crossing U-Turn E-W	3.57	7	6.3	Good	Good	Fair

Table 22. ICE CAP-X for Jog Road Intersection 2045 PM Peak

Capacity Analysis for Planning of Junctions						
Dynamic Results Summary						
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.57	1	4.8	Fair	Fair	Good
Partial Displaced Left Turn E-W	0.69	2	4.8	Fair	Fair	Good
Traffic Signal	0.94	3	4.8	Fair	Fair	Good
Partial Median U-Turn E-W	1.06	4	6.3	Good	Good	Fair
Quadrant Roadway S-W	1.18	5	4.4	Fair	Fair	Fair
Median U-Turn E-W	1.45	6	6.3	Good	Good	Fair
Signalized Restricted Crossing U-Turn E-W	2.64	7	6.3	Good	Good	Fair

Table 23. ICE SPICE Tool Result for Jog Road Intersection

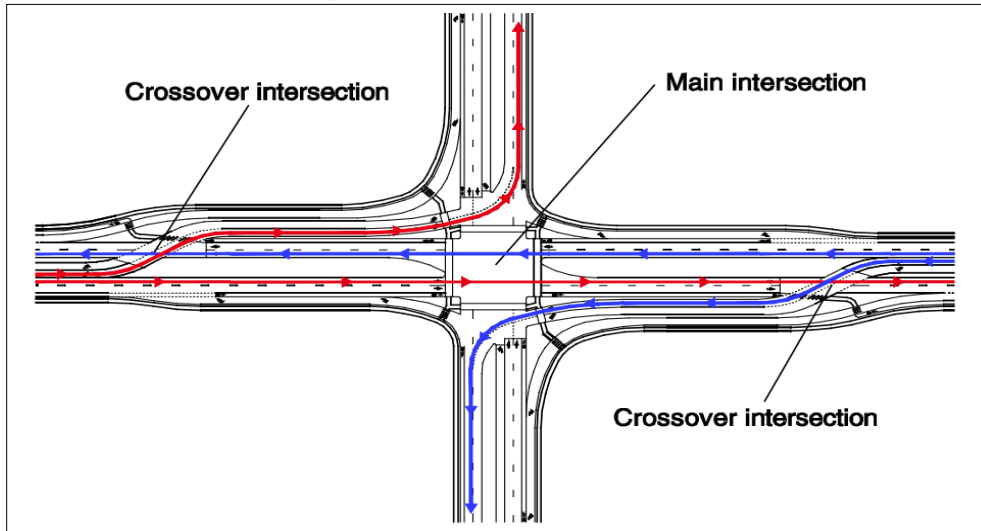
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank
Traffic Signal	Total	25.61	29.73	581.78	3
	Fatal & Injury	15.15	17.75	345.93	
Displaced Left Turn (DLT)	Total	22.54	26.16	511.96	2
	Fatal & Injury	13.34	15.62	304.42	
Median U-Turn (MUT)	Total	21.77	25.27	494.51	1
	Fatal & Injury	10.61	12.43	242.15	
Signalized RCUT	Total	66.02	97.45	1709.31	4
	Fatal & Injury	18.01	27.38	474.08	

As shown in the Table 21 and Table 22, the CAP-X spreadsheet provides quantitative results for pedestrian/bicycle/transit accommodations. The outputs indicated both DLT and Partial DLT are showing the same quantitative results to that of a conventional signalized intersection. See NCHRP Report 948: Guide for Pedestrian and Bicycle Safety at Alternative Intersections and Interchanges; Chapter 8 for additional guidance.

5.7 Partial Displaced Left Turn Operational Analysis for Jog Road Intersection

The Partial DLT (PDLT) with crossovers only on the eastbound and westbound approaches was evaluated for the Atlantic Avenue and Jog Road intersection. PDLT intersection design provides left-turn crossover location several hundred feet upstream of the main intersection. The left-turning vehicles travel on a separated roadway parallel to the opposing lanes and then complete the left turn movement simultaneously with the through traffic at the main intersection. Figure 12 illustrates the typical PDLT with displaced lefts on a major street. More details of the conceptual design and discussion about other impacts including Right of Way (R/W), business impacts, environmental, construction cost, etc. will be included in the Preliminary Engineering Report (PER). The Synchro template developed by FDOT was used to perform operational analysis of the PDLT intersection design for the Jog Road intersection. The signal timing was optimized to maximize the operational benefits. It should be noted that coordination with Palm Beach County will be required for signal timing adjustments during design phase if this alternative is selected as a preferred alternative.

Figure 12: Typical Partial DLT Intersection Configuration



Source: FHWA Displaced Left Turn Informational Guide

Table 24 and Table 25 show the delay and LOS for the PDLT alternative for design year 2045 for AM and PM peak hours, respectively. For the overall intersection delay, the weighted average delay is computed using delay and demand volume for each movement. The Synchro reports are provided in **Appendix J**. The overall intersection delay is anticipated to improve significantly with the PDLT design due to the increase in capacity for the through movements and left-turn movements. Additionally, lower delay and fewer stops could help alleviate the rear-end crash frequencies and enhance the overall safety.

Table 24. PDLT Operational Analysis for Jog Road Intersection 2045 AM Peak

Movement	Delay (sec)	LOS	Approach Delay	Approach LOS	Overall Intersection Delay	Overall Intersection LOS
EBL	37.9	D	50.2	D	44.2	D
EBT	62.5	E				
EBR	32.7	C				
WBL	28.8	C	25.4	C		
WBT	24.5	C				
WBR	21.4	C				
NBL	72.5	E	41.3	D		
NBT	15.2	B				
NBR	47.2	D				
SBL	31.0	C	48.1	D		
SBT	52.1	D				
SBR	44.6	D				

Table 25. PDLT Operational Analysis for Jog Road Intersection 2045 PM Peak

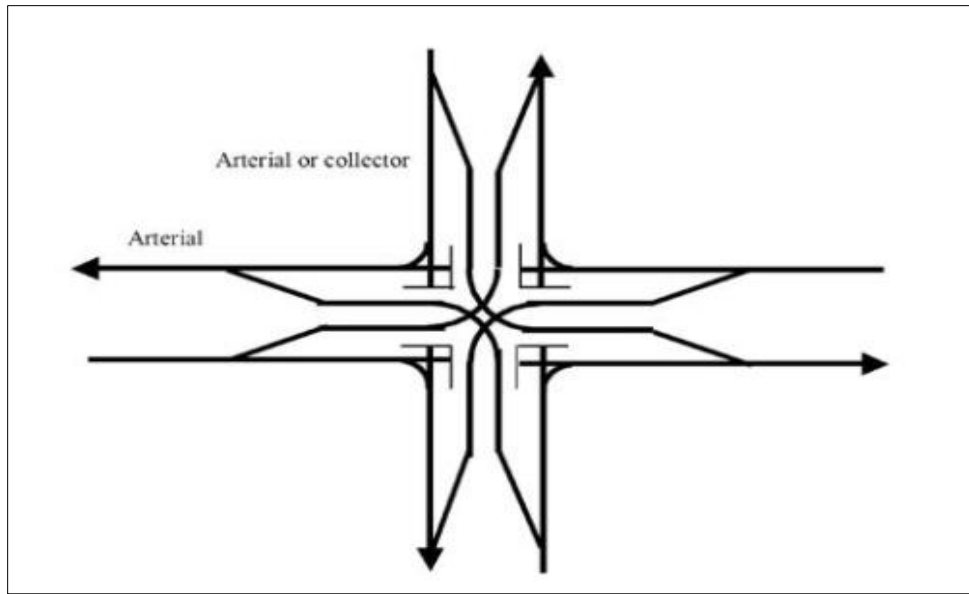
Movement	Delay (sec)	LOS	Approach Delay	Approach LOS	Overall Intersection Delay	Overall Intersection LOS
EBL	53.6	D	33.8	C	33.1	C
EBT	28.9	C				
EBR	31.0	C				
WBL	32.2	C	37.5	D		
WBT	40.5	D				
WBR	31.7	C				
NBL	39.2	D	30.3	C		
NBT	20.4	C				
NBR	48.7	D				
SBL	38.6	A	29.4	C		
SBT	15.6	B				
SBR	54.9	D				

5.8 Center Turn Overpass Operational Analysis for Jog Road Intersection

In addition to the PDLT design for the Jog Road intersection as an at-grade option, a Center Turn Overpass (CTO) alternative was also analyzed as a grade-separated alternative to determine overall operational benefits. It should be noted that the CTO alternative could be a less favorable option due to the nature of the surrounding area. Left turn traffic is separated from arterial and cross-street through and right-turn movements by elevating all left turns to a separate, elevated intersection using narrow ramps within the median. Both the elevated and at-grade intersections are controlled by a simple two-phase signal. Figure 13 illustrates the typical movements in a CTO interchange configuration.

Due to limitations in Synchro software, both the elevated and at-grade intersections were analyzed separately. The signal timing was optimized to maximize operational benefits. Coordination with Palm Beach County will be needed for signal timing adjustments during design phase if this alternative is selected as a preferred alternative. For the overall intersection delay, the weighted average delay is computed using delay and demand volume for each movement. As shown in Table 26 and Table 27, the elevated and at-grade intersections are expected to provide an acceptable LOS with significant reduction in delay for design year for both AM and PM peak hours. The Synchro reports are provided in **Appendix J**. More details of the conceptual design and discussion about other impacts will be included in the Preliminary Engineering Report (PER).

Figure 13: Typical Movements in a CTO Interchange Configuration



Source: FHWA *Alternative Intersections/Interchanges: Informational Report (AIIR)*

Table 26. Center Turn Overpass for Jog Road Intersection 2045 AM Peak

Intersection	Movement			Overall Intersection	
	Movement	Delay	LOS	Delay	LOS
Jog Road (Elevated Signal)	EBL	5.1	A	28.8	C
	WBL	5.4	A		
	NBL	43.4	D		
	SBL	41.0	D		
Jog Road (At-Grade Signal)	EBT	31.6	C		
	EBR	38.4	D		
	WBT	18.7	B		
	WBR	18.0	B		
	NBT	19.8	B		
	NBR	25.5	C		
	SBT	33.0	C		
	SBR	21.5	C		

Table 27. Center Turn Overpass for Jog Road Intersection 2045 PM Peak

Intersection	Movement			Overall Intersection	
	Movement	Delay	LOS	Delay	LOS
Jog Road (Elevated Signal)	EBL	11.9	B	27.0	C
	WBL	11.9	B		
	NBL	42.9	D		
	SBL	32.9	C		
Jog Road (At-Grade Signal)	EBT	21.0	C		
	EBR	19.0	B		
	WBT	23.0	C		
	WBR	24.5	C		
	NBT	35.6	D		
	NBR	34.1	C		
	SBT	26.2	C		
	SBR	27.0	C		

SECTION 6. SUMMARY OF RESULTS AND CONCLUSION

This Project Traffic Analysis Report (PTAR) is prepared to provide design traffic volumes and traffic analysis in support of the SEIR for Atlantic Avenue, from Turnpike to Jog Road. All signalized intersections and roadway segments within the study were evaluated for all analysis years for both the No-Build and Build alternatives during AM and PM peak hours. Table 28 and Table 29 depict the intersection overall delay and LOS for each signalized intersection and each segment for all future analysis years during AM and PM peak hours. As shown in the tables, the Build alternative shows improved operating conditions at all intersections during both the AM and PM peak hours. Under Build 2045 alternative, there are considerable improvements in the overall intersection LOS (LOS D or better) during both the AM and PM peak hours for all intersections except the Jog Road intersection. Also, the operation speeds were improved for all segments except the eastbound segment between Seville Terrace and Jog Road where the existing three through lanes are consistent for both the No-Build and Build alternatives. There is an existing sidewalk gap from Michelangelo Blvd. to west of Jog Road on the south side of Atlantic Avenue. The connectivity of the sidewalks and bicycle lanes throughout the corridor may result in a potential decrease in crashes and overall safety enhancement for cyclists and pedestrians in the future.

Table 28. Intersection Operations Comparison Table (Overall Intersection Delay/LOS)

Intersection	Peak Hour	No-Build 2025	Build 2025	No-Build 2045	Build 2045
Turnpike SB Ramps	AM	18.0/LOS B	17.6/LOS B	37.7/LOS D	20.2/LOS C
	PM	12.8/LOS B	12.3/LOS B	18.4/LOS D	13.6/LOS B
Tranquility Lake Dr /Turnpike NB Ramps	AM	27.1/LOS C	14.2/LOS B	91.7/LOS F	24.8/LOS C
	PM	28.5/LOS C	15.7/LOS B	50.0/LOS D	28.2/LOS C
Lexington Club Blvd/Stone Quarry Rd	AM	35.3/LOS D	27.5/LOS C	106.1/LOS F	35.4/LOS D
	PM	38.8/LOS D	26.7/LOS C	111.4/LOS F	35.4/LOS D
Hagen Ranch Rd	AM	36.5/LOS D	26.8/LOS C	91.6/LOS F	31.0/LOS C
	PM	32.2/LOS C	28.1/LOS C	95.0/LOS F	30.6/LOS C
Legends Way	AM	9.6/LOS A	8.4/LOS A	50.3/LOS F	11.5/LOS B
	PM	20.4/LOS C	17.0/LOS B	29.0/LOS C	22.0/LOS C
Cumberland Dr	AM	9.7/LOS A	8.8/LOS A	18.3/LOS B	10.4/LOS B
	PM	8.4/LOS A	3.9/LOS A	14.1/LOS B	8.0/LOS A
Seville Terrace/Kings Point Entrance	AM	10.7/LOS B	4.7/LOS A	71.8/LOS E	7.0/LOS A
	PM	19.9/LOS B	12.6/LOS B	72.1/LOS E	17.5/LOS B
Jog Rd	AM	73.2/LOS E	70.6/LOS E	128.8/LOS F	128.3/LOS F
	PM	70.6/LOS E	62.6/LOS E	117.9/LOS F	85.2/LOS F

Table 29. Segment Operations Comparison Table

Segment Analysis	Eastbound (EB)				Westbound (WB)			
	AM		PM		AM		PM	
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Segment between Turnpike SB Ramps and Turnpike NB Ramps								
No-Build 2025	14.1	E	18.6	D	26.8	C	27.4	C
Build 2025	17.0	E	20.0	D	30.8	B	30.7	B
No-Build 2045	5.9	F	16.4	E	8.1	F	18.3	D
Build 2045	15.2	E	19.3	D	22.9	C	27.3	C
Segment between Turnpike NB Ramps and Stone Quarry Road								
No-Build 2025	15.4	E	17.4	D	12.6	F	16.8	E
Build 2025	18.7	D	21.1	D	17.1	D	23.3	C
No-Build 2045	4.7	F	14.0	E	6.9	F	13.1	E
Build 2045	16.2	E	18.1	D	13.7	E	14.5	E
Segment between Stone Quarry Road and Hagen Ranch Road								
No-Build 2025	17.4	D	24.2	C	18.1	D	15.2	E
Build 2025	20.9	D	21.0	D	20.3	D	19.6	D
No-Build 2045	7.3	F	24.5	C	12.1	F	5.9	F
Build 2045	19.7	D	22.5	C	18.4	D	16.4	E
Segment between Hagen Ranch Road and Legends Way								
No-Build 2025	24.9	C	15.8	E	15.1	E	10.7	F
Build 2025	29.9	B	20.6	D	18.3	D	15.1	E
No-Build 2045	6.1	F	12.8	F	11.8	F	2.7	F
Build 2045	24.4	C	15.0	E	17.0	D	13.4	E
Segment between Legends Way and Cumberland Dr								
No-Build 2025	28.3	B	36.3	A	30.0	B	27.2	C
Build 2025	29.3	B	37.5	A	28.4	B	28.1	B
No-Build 2045	23.5	C	35.1	A	26.8	C	22.7	C
Build 2045	27.7	C	37.3	A	26.7	C	26.9	C
Segment between Cumberland Dr and Seville Terrace								
No-Build 2025	25.9	C	26.1	C	33.2	B	27.0	C
Build 2025	32.6	B	23.4	C	34.3	B	33.8	B
No-Build 2045	7.4	F	24.1	C	32.2	B	21.5	D
Build 2045	28.8	B	23.8	C	33.9	B	27.1	C
Segment between Seville Terrace and Jog Rd								
No-Build 2025	8.3	F	10.0	F	28.9	B	14.6	E
Build 2025	6.8	F	9.9	F	30.8	B	23.7	C
No-Build 2045	4.3	F	8.8	F	25.7	C	5.2	F
Build 2045	4.2	F	7.6	F	29.8	B	17.4	D

Based on the operational analysis results under Build condition, the intersection of Atlantic Avenue and Jog Road with the existing traffic signal and segment between Seville Terrace and Jog Road eastbound direction are anticipated to operate at LOS F for the design year during AM and PM peak. To better accommodate the high volumes and reduce delays during peak periods, two additional alternatives were evaluated for the Jog Road intersection. After discussion with the Department and Palm Beach County, the Partial DLT (E-W) as an at-grade alternative and the Center Turn Overpass (CTO) as a grade-separated alternative were selected and the operational analysis were performed for the design year 2045.

Table 30 and Table 31 summarize the approach and overall intersection delay and corresponding LOS for the design year 2045 during AM and PM peak hours for all alternatives for the Jog Road intersection. As shown in the comparison tables, both PDLT and CTO alternatives show improved operating conditions for both AM and PM peak. Between the two alternatives for the Jog Road intersection, Between the two alternatives, the PDLT alternative provides operational benefits with less R/W impacts and lower construction cost compared to the CTO alternative. Additionally, lower delay and fewer stops on the major street may result in a potential decrease in crashes. More details of the conceptual design and discussion about other impacts will be included in the Preliminary Engineering Report (PER).

Table 30. Comparison Alternatives for Jog Road Intersection 2045 AM Peak

Approach	No Build		Build		Partial DLT		Center Turn Overpass	
	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS
EB	114.5/F	128.8/F	114.5	128.3/F	50.2/D	44.2/D	31.8/C	28.8/C
WB	78.2/F		75.1		25.4/C		14.6/B	
NB	87.2/F		87.2		41.3/D		28.5/C	
SB	201.7/F		201.7		48.1/D		32.9/C	

Table 31. Comparison Alternatives for Jog Road Intersection 2045 PM Peak

Approach	No Build		Build		Partial DLT		Center Turn Overpass	
	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS	Approach Delay/LOS	Overall Intersection Delay/LOS
EB	91.8	117.9/F	79.0/E	85.2/F	33.8/C	33.1/C	18.9/B	27.0/C
WB	131.7		94.5/F		37.5/D		21.5/C	
NB	143.2		85.5/F		30.3/C		37.6/D	
SB	80.7		78.0/E		29.4/C		28.2/C	

APPENDIX A

Traffic Analysis Methodology



Florida Department of
TRANSPORTATION

**TRAFFIC ANALYSIS METHODOLOGY
MEMORANDUM**

**PROJECT DEVELOPMENT AND ENVIRONMENT
(PD&E) STUDY**

ATLANTIC AVENUE (SR 806)

**FROM FLORIDA'S TURNPIKE (M.P. 1.748)
TO JOG ROAD (M.P. 3.560)**

**FINANCIAL PROJECT ID: 440575-3-22-02
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14423
PALM BEACH COUNTY, FLORIDA**

Prepared for:

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309**

June 2020

Traffic Analysis Methodology Memorandum

Date: June 30, 2020
To: Alexander Estrada, PE (FDOT District 4 Office)
From: Scalar Consulting Group Inc.
Subject: Atlantic Avenue (SR 806) Project Development & Environment (PD&E) Study from Turnpike to Jog Road - Traffic Analysis Methodology Memorandum
FPID: 440575-3-22-02

The purpose of this document is to summarize the methodology that will be employed to develop traffic forecasts and conduct operational and safety analyses for the existing and proposed corridor alternatives for Atlantic Avenue (SR 806) from Turnpike to Jog Rd. As recommended by the District, the traffic information provided in the Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannet Fleming will be adopted for this project. The traffic diagrams from the Data Collection and Traffic Analysis West Atlantic Avenue report are enclosed for the project reference.

1. Traffic Counts

Existing turning movement counts (TMCs) collected in September 2018 are shown in Figure 3, Page 9 in the Data Collection and Traffic Analysis West Atlantic Avenue report. The counts are available for eight signalized intersections within the project limits. The side streets along the corridor are fully developed in most cases and minimal change in traffic is anticipated. Therefore, side streets (stop-controlled intersections) will not be included in the traffic analysis.

2. Existing Traffic Operational Analysis

The most updated traffic signal timing plans were obtained from Palm Beach County. Existing traffic operational analyses for AM and PM peak hours will be conducted using collected peak hour TMCs. The average delay and Level of Service (LOS) for the study intersections will be determined using Synchro 10.0 and Highway Capacity Manual (HCM) 2010 methodologies. The peak hour factors and truck percentages calculated in the existing turning movement counts will be used in the existing traffic operational analysis. A field visit will be conducted to confirm existing lane configurations and turn-lane lengths.

3. Corridor Design Considerations

The 'No-Build' condition will assume that Atlantic Avenue and all cross-streets remain unchanged from existing lane configurations. Under the 'Build' Alternative, Atlantic Avenue will be evaluated as a six-lane divided facility. In order to improve traffic operations, spot improvements will be considered at the study intersections along the corridor. Also, an Intersection Control Evaluation (ICE) Stage 1 for the design year will be conducted where significant geometric improvements are being proposed at an intersection. The locations for ICE analysis will be determined after discussions with the District.

4. Safety Analysis

Based upon the latest five years of crash data (2013-2017) obtained from the Department, a crash analysis will be performed to identify any high crash locations and project needs associated with the safety of the

existing corridor. Crash summaries including crash types, crash severities, time of day, light and surface condition will be documented. To evaluate the potential benefits of the proposed alternative, future safety analysis will be conducted using Crash Modification Factors (CMFs) analysis approach according to the Highway Safety Manual (HSM) procedure presented in the 2019 FDOT Safety Analysis Guidebook for PD&E Studies. No HSM predictive method is anticipated for this project.

5. Future Traffic Volume Development

Future AADT volumes along the study corridor displayed in Figure 4 (page 13) of the Data Collection and Traffic Analysis West Atlantic Avenue report will be used to develop traffic projections for both the 'No-Build' and 'Build' alternatives as agreed by District. The future years of analysis include Opening Year 2025 and Design Year 2045 (AM and PM peak). No analysis for interim year is expected for this project.

A 1.6% linear growth rate will be used for the mainline and minor streets as recommended by District. To develop future year turning movement volumes for study intersections, existing year (2018) turning movement volumes, the recommended annual linear growth rate, and K Factors and D Factors developed from the count data will be utilized as inputs into the TMTTool, in accordance with the 2019 Project Traffic Forecasting Handbook. Future turning movement volumes will be used for both the 'No-Build' and 'Build' Alternatives. Traffic projections will be submitted to the District for final review and approval prior to beginning future operational analysis.

6. Future Traffic Operational Analysis

Future operational analysis for both 'No-Build' and 'Build' Alternatives will be conducted for the opening year (2025) and design year (2045). Similar to the existing operational analysis, Synchro and HCM methodologies will be utilized to perform operational analysis intersection in the AM and PM peak hours. A truck percentage of 3.0% is recommended for future traffic analysis. A typical PHF of 0.95 would be more appropriate for future analysis. This needs to be agreed with District. Also, coordination with District is needed for any improvement plans along the study corridor which need to be included in future traffic analysis.

7. Project Traffic Analysis Report

The results of the operational and safety analysis of all alternatives will be documented in a Project Traffic Analysis Report (PTAR). This report will include 5-year crash data review, development of design traffic characteristics, traffic volume forecasts, and operational analyses outlined above. Also, recommendations will be developed to meet the project purpose and needs.



WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

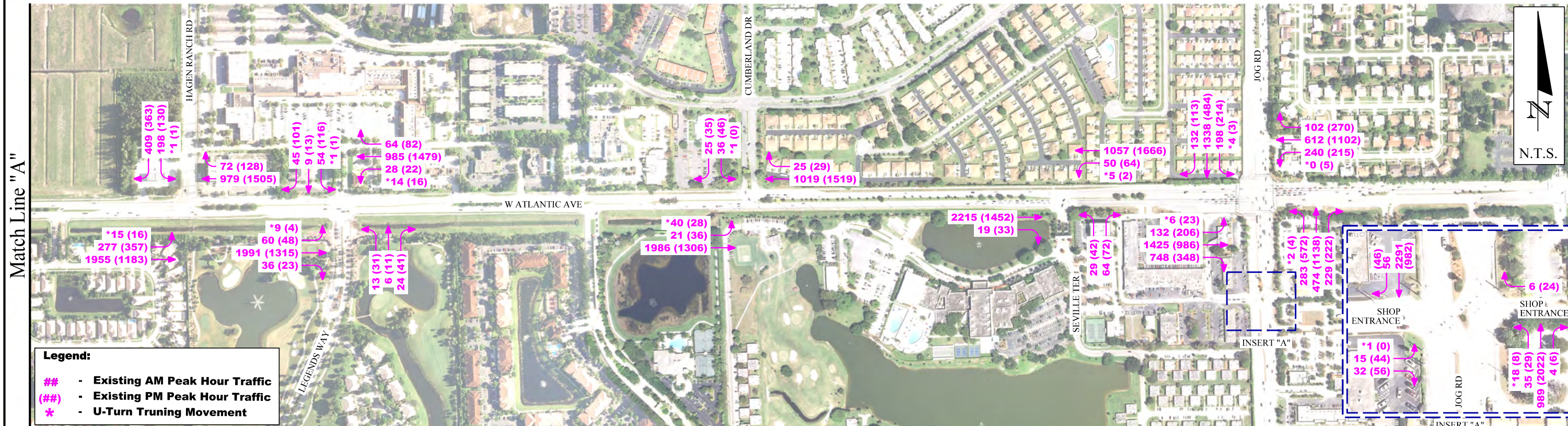
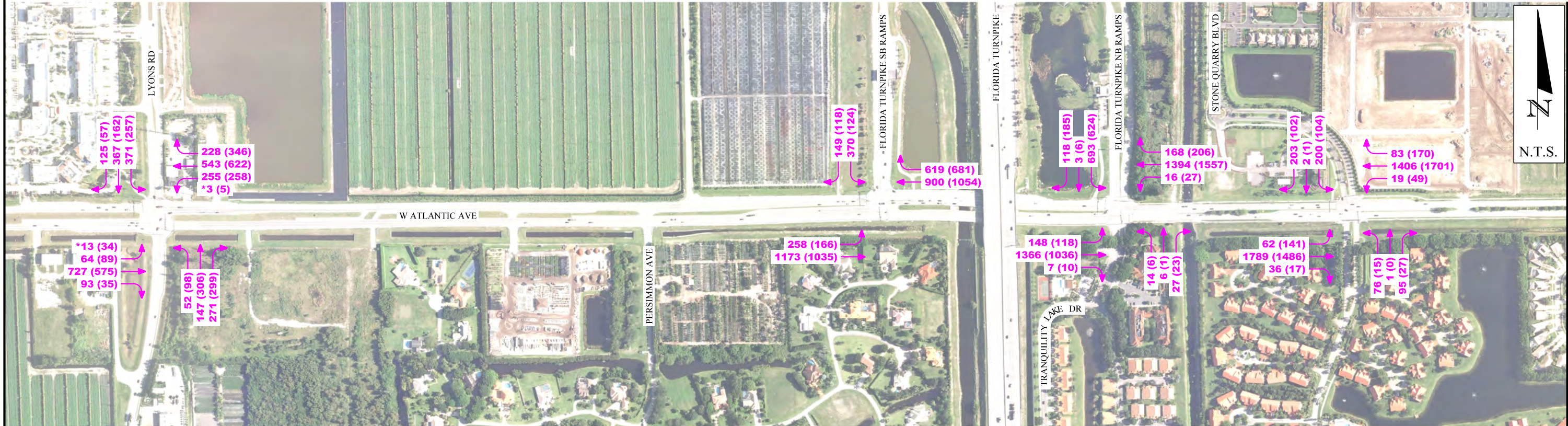
FIGURE 2: EXISTING YEAR (2018) - ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Date 01/14/2019

Page 8



Match Line "A"



Legend:
 ## - Existing AM Peak Hour Traffic
 (##) - Existing PM Peak Hour Traffic
 * - U-Turn Truning Movement

Match Line "A"

Match Line "A"



WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

FIGURE 3: EXISTING YEAR (2018) - TURNING MOVEMENT VOLUMES

Date	01/14/2019
Page	9



WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

FIGURE 4: FUTURE YEARS - ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Date 01/14/2019

Page 13

From: [Phan, Trang](#)
To: [John Scarlatos](#); [Estrada, Alexander](#)
Cc: [Aniruddha Gotmare, P.E.](#); [Ehsan Doustmohammadi](#); [Li, Shi-Chiang](#); [Martinez, Cesar](#)
Subject: RE: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum
Date: Monday, July 6, 2020 9:59:46 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Alex,

I have reviewed and have no further comments on the memo.

Thank you,

Trang Phan

Planning Specialist

Florida Department of Transportation, District Four

3400 West Commercial Boulevard

Ft. Lauderdale, Florida 33309

☎ (954) 777-4294

✉ Trang.Phan@dot.state.fl.us

-

Working remotely Mon. – Thurs.: 7:30am – 4:00pm; Fri.: 7:30am to 11:30am

From: John Scarlatos <jscarlatos@scalarinc.net>
Sent: Wednesday, July 1, 2020 11:33 AM
To: Phan, Trang <Trang.Phan@dot.state.fl.us>; Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>
Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Doustmohammadi, Ehsan <edoustmohammadi@scalarinc.net>; Li, Shi-Chiang <Shi-Chiang.Li@dot.state.fl.us>; Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>
Subject: RE: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum

Alex,

Attached is the revised Traffic Analysis Memo and the responses to comments for the Department's final review/approval.

Thanks,

John Scarlatos
Transportation Planning Manager



5713 Corporate Way
Suite 200

West Palm Beach, FL 33407

Ph.: (561) 429-5065

www.scalargroupinc.com

West Palm Beach | Tampa | Orlando | Pensacola

From: Phan, Trang <Trang.Phan@dot.state.fl.us>

Sent: Thursday, June 25, 2020 11:48 AM

To: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>

Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>; John Scarlatos <jscarlatos@scalarinc.net>; Li, Shi-Chiang <Shi-Chiang.Li@dot.state.fl.us>; Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>

Subject: RE: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum

Alex,

Attached please find few comments that I have for this MLOU and let me know if you have any questions.

Thank you,

Trang Phan

Planning Specialist

Florida Department of Transportation, District Four

3400 West Commercial Boulevard

Ft. Lauderdale, Florida 33309

☎ (954) 777-4294

✉ Trang.Phan@dot.state.fl.us

-

Working remotely Mon. – Thurs.: 7:30am – 4:00pm; Fri.: 7:30am to 11:30am

From: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>

Sent: Wednesday, June 24, 2020 4:10 PM

To: Phan, Trang <Trang.Phan@dot.state.fl.us>

Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Doustmohammadi, Ehsan <edoustmohammadi@scalarinc.net>; John Scarlatos <jscarlatos@scalarinc.net>; Li, Shi-Chiang <Shi-Chiang.Li@dot.state.fl.us>; Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>

Subject: RE: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum

Hello Trang,

Let us know if you had any comments, so we could proceed.

Thank you.

Alexander Estrada, P.E.

Consultant Management
Florida Department of Transportation District 4
3400 West Commercial Blvd
Ft. Lauderdale, FL 33309
Office: (954)-777-4319
Alexander.Estrada@dot.state.fl.us



From: Estrada, Alexander

Sent: Thursday, May 14, 2020 3:38 PM

To: Li, Shi-Chiang <Shi-Chiang.Li@dot.state.fl.us>; Phan, Trang <Trang.Phan@dot.state.fl.us>;
Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>

Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Doustmohammadi, Ehsan
<edoustmohammadi@scalarinc.net>; John Scarlatos <jscarlatos@scalarinc.net>

Subject: RE: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum

Please see attached the Traffic analysis memorandum for you review.

Alexander Estrada, P.E.

Consultant Management
Florida Department of Transportation District 4
3400 West Commercial Blvd
Ft. Lauderdale, FL 33309
Office: (954)-777-4319
Alexander.Estrada@dot.state.fl.us



From: John Scarlatos <jscarlatos@scalarinc.net>

Sent: Thursday, May 14, 2020 3:10 PM

To: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>

Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Doustmohammadi, Ehsan
<edoustmohammadi@scalarinc.net>

Subject: Atlantic Avenue PD&E Study - Traffic Analysis Methodology Memorandum

EXTERNAL SENDER: Use caution with links and attachments.

Alex,

Attached is the draft Traffic Analysis Methodology Memorandum for the Department's review.

Thanks,

John Scarlatos
Transportation Planning Manager



4152 W. Blue Heron Blvd., Suite 119
Riviera Beach, FL 33404
Ph.: (561) 429-5065

www.scalargroupinc.com

Riviera Beach | Tampa | Orlando | Pensacola

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APPENDIX B

Traffic Counts and Traffic Diagrams (adopted from the Data Collection and Traffic Analysis West Atlantic Avenue Report)

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	21	45	0	66	0	77	38	115	0	0	0	0	5	0	14	19	200
06:15 AM	20	60	0	80	0	112	59	171	0	0	0	0	20	0	21	41	292
06:30 AM	21	91	0	112	0	195	97	292	0	0	0	0	20	0	33	53	457
06:45 AM	39	140	0	179	0	223	91	314	0	0	0	0	52	0	39	91	584
Total	101	336	0	437	0	607	285	892	0	0	0	0	97	0	107	204	1533
07:00 AM	56	173	0	229	0	242	140	382	0	0	0	0	42	0	41	83	694
07:15 AM	53	216	0	269	0	213	167	380	0	0	0	0	54	0	43	97	746
07:30 AM	67	321	0	388	0	186	146	332	0	0	0	0	89	0	35	124	844
07:45 AM	58	276	2	336	0	255	154	409	0	0	0	0	87	0	30	117	862
Total	234	986	2	1222	0	896	607	1503	0	0	0	0	272	0	149	421	3146
08:00 AM	72	289	0	361	0	227	144	371	0	0	0	0	109	0	39	148	880
08:15 AM	76	283	0	359	0	246	146	392	0	0	0	0	78	0	35	113	864
08:30 AM	63	300	0	363	0	230	150	380	0	0	0	0	55	0	26	81	824
08:45 AM	53	282	0	335	0	181	89	270	0	0	0	0	81	0	33	114	719
Total	264	1154	0	1418	0	884	529	1413	0	0	0	0	323	0	133	456	3287
*** BREAK ***																	
03:00 PM	30	237	0	267	0	207	86	293	0	0	0	0	24	0	15	39	599
03:15 PM	32	248	0	280	0	265	90	355	0	0	0	0	34	0	25	59	694
03:30 PM	32	277	0	309	0	234	91	325	0	0	0	0	38	0	33	71	705
03:45 PM	51	259	0	310	0	249	128	377	0	0	0	0	23	0	27	50	737
Total	145	1021	0	1166	0	955	395	1350	0	0	0	0	119	0	100	219	2735
04:00 PM	49	272	0	321	0	261	146	407	0	0	0	0	28	0	16	44	772
04:15 PM	38	231	0	269	0	272	129	401	0	0	0	0	22	0	19	41	711
04:30 PM	51	275	0	326	0	252	140	392	0	0	0	0	37	0	32	69	787
04:45 PM	49	232	0	281	0	268	145	413	0	0	0	0	36	0	24	60	754
Total	187	1010	0	1197	0	1053	560	1613	0	0	0	0	123	0	91	214	3024

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

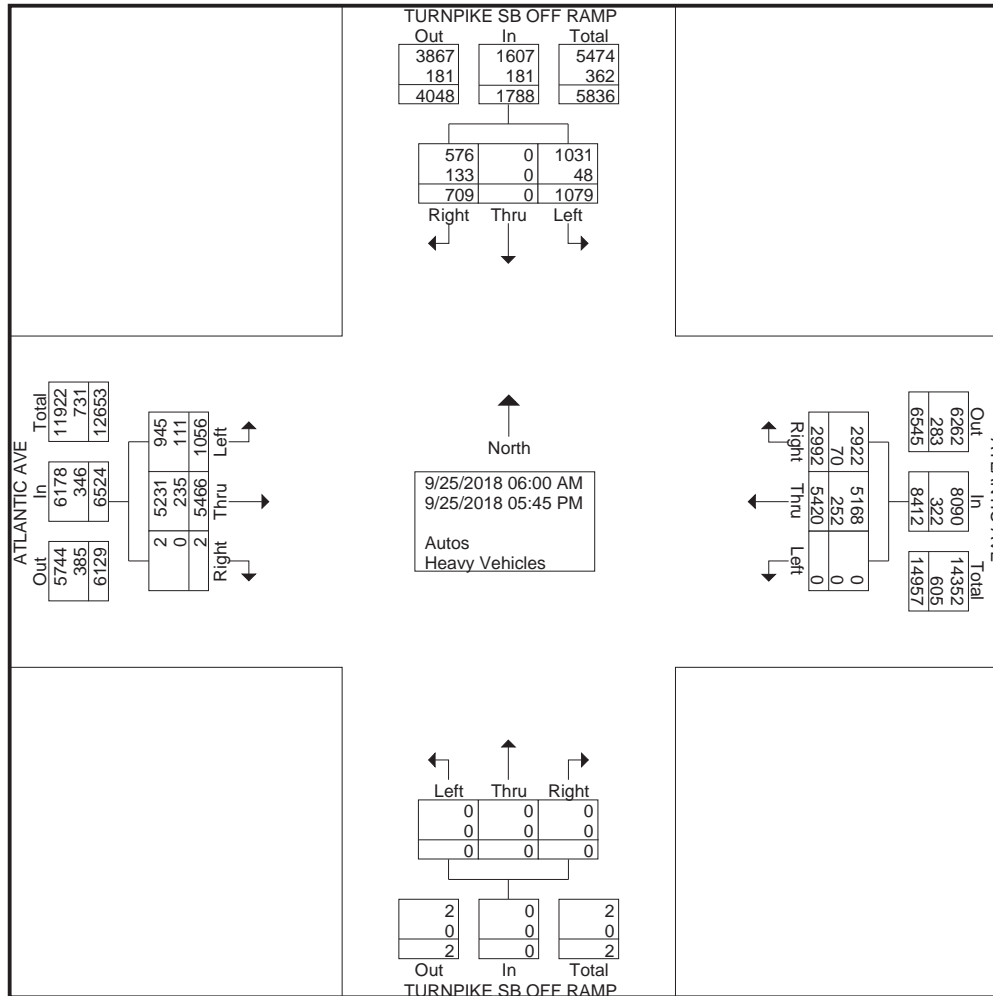
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	27	279	0	306	0	259	155	414	0	0	0	0	33	0	31	64	784
05:15 PM	37	235	0	272	0	259	171	430	0	0	0	0	45	0	28	73	775
05:30 PM	37	242	0	279	0	250	160	410	0	0	0	0	31	0	38	69	758
05:45 PM	24	203	0	227	0	257	130	387	0	0	0	0	36	0	32	68	682
Total	125	959	0	1084	0	1025	616	1641	0	0	0	0	145	0	129	274	2999
Grand Total	1056	5466	2	6524	0	5420	2992	8412	0	0	0	0	1079	0	709	1788	16724
Apprch %	16.2	83.8	0		0	64.4	35.6		0	0	0		60.3	0	39.7		
Total %	6.3	32.7	0	39	0	32.4	17.9	50.3	0	0	0	0	6.5	0	4.2	10.7	
Autos	945	5231	2	6178	0	5168	2922	8090	0	0	0	0	1031	0	576	1607	15875
% Autos	89.5	95.7	100	94.7	0	95.4	97.7	96.2	0	0	0	0	95.6	0	81.2	89.9	94.9
Heavy Vehicles	111	235	0	346	0	252	70	322	0	0	0	0	48	0	133	181	849
% Heavy Vehicles	10.5	4.3	0	5.3	0	4.6	2.3	3.8	0	0	0	0	4.4	0	18.8	10.1	5.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 4

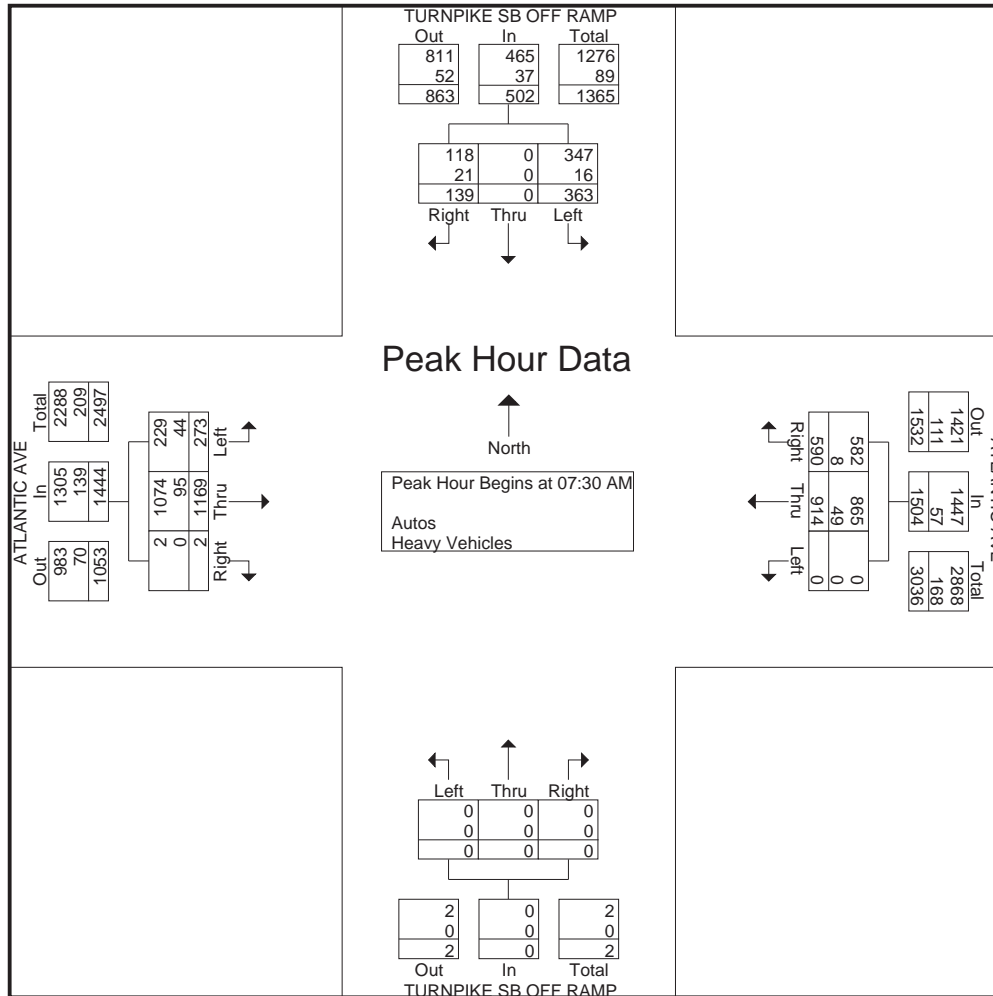
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	67	321	0	388	0	186	146	332	0	0	0	0	89	0	35	124	844
07:45 AM	58	276	2	336	0	255	154	409	0	0	0	0	87	0	30	117	862
08:00 AM	72	289	0	361	0	227	144	371	0	0	0	0	109	0	39	148	880
08:15 AM	76	283	0	359	0	246	146	392	0	0	0	0	78	0	35	113	864
Total Volume	273	1169	2	1444	0	914	590	1504	0	0	0	0	363	0	139	502	3450
% App. Total	18.9	81	0.1		0	60.8	39.2		0	0	0		72.3	0	27.7		
PHF	.898	.910	.250	.930	.000	.896	.958	.919	.000	.000	.000	.000	.833	.000	.891	.848	.980
Autos	229	1074	2	1305	0	865	582	1447	0	0	0	0	347	0	118	465	3217
% Autos	83.9	91.9	100	90.4	0	94.6	98.6	96.2	0	0	0	0	95.6	0	84.9	92.6	93.2
Heavy Vehicles	44	95	0	139	0	49	8	57	0	0	0	0	16	0	21	37	233
% Heavy Vehicles	16.1	8.1	0	9.6	0	5.4	1.4	3.8	0	0	0	0	4.4	0	15.1	7.4	6.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

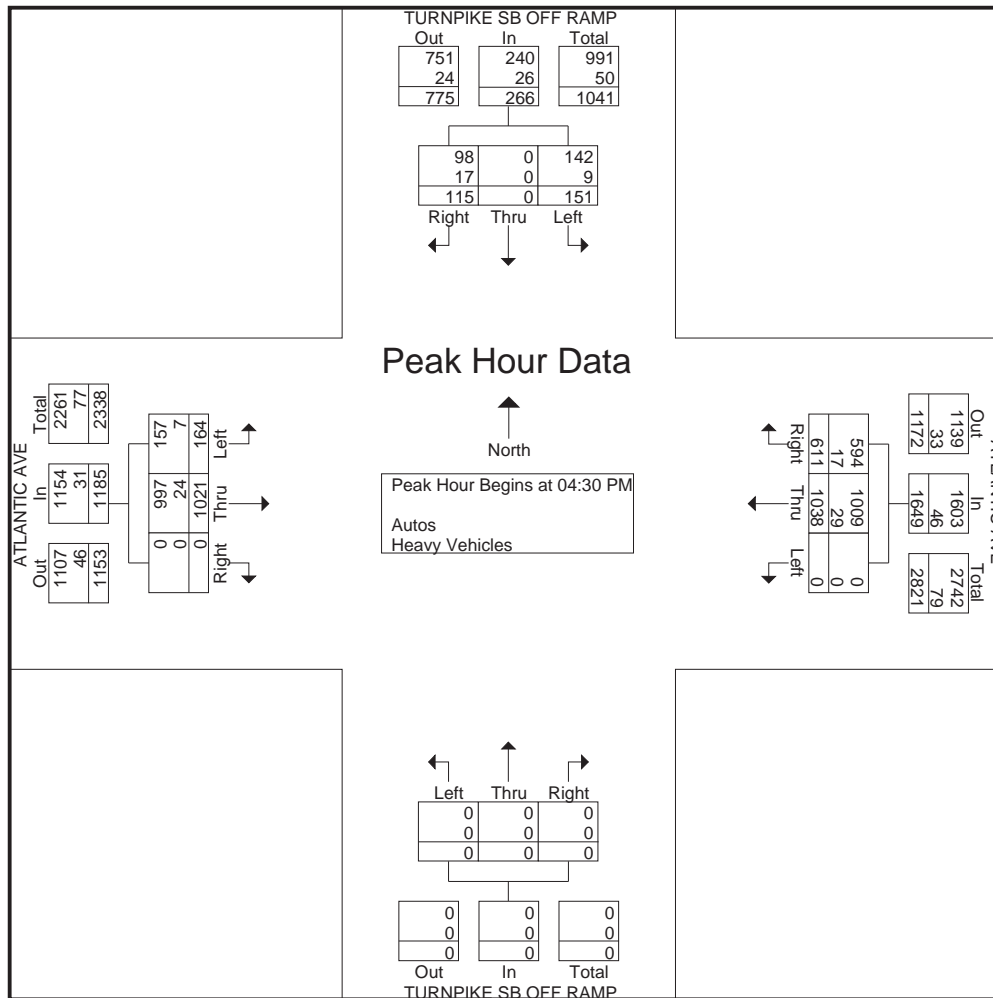
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	51	275	0	326	0	252	140	392	0	0	0	0	37	0	32	69	787
04:45 PM	49	232	0	281	0	268	145	413	0	0	0	0	36	0	24	60	754
05:00 PM	27	279	0	306	0	259	155	414	0	0	0	0	33	0	31	64	784
05:15 PM	37	235	0	272	0	259	171	430	0	0	0	0	45	0	28	73	775
Total Volume	164	1021	0	1185	0	1038	611	1649	0	0	0	0	151	0	115	266	3100
% App. Total	13.8	86.2	0		0	62.9	37.1		0	0	0	0	56.8	0	43.2		
PHF	.804	.915	.000	.909	.000	.968	.893	.959	.000	.000	.000	.000	.839	.000	.898	.911	.985
Autos	157	997	0	1154	0	1009	594	1603	0	0	0	0	142	0	98	240	2997
% Autos	95.7	97.6	0	97.4	0	97.2	97.2	97.2	0	0	0	0	94.0	0	85.2	90.2	96.7
Heavy Vehicles	7	24	0	31	0	29	17	46	0	0	0	0	9	0	17	26	103
% Heavy Vehicles	4.3	2.4	0	2.6	0	2.8	2.8	2.8	0	0	0	0	6.0	0	14.8	9.8	3.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	1	0	2	0	3	0	3	0	0	0	0	0	0	3	3	8
06:15 AM	1	3	0	4	0	3	1	4	0	0	0	0	1	0	12	13	21
06:30 AM	0	4	0	4	0	11	2	13	0	0	0	0	0	0	11	11	28
06:45 AM	1	8	0	9	0	8	0	8	0	0	0	0	5	0	8	13	30
Total	3	16	0	19	0	25	3	28	0	0	0	0	6	0	34	40	87
07:00 AM	7	5	0	12	0	9	4	13	0	0	0	0	2	0	4	6	31
07:15 AM	3	9	0	12	0	15	4	19	0	0	0	0	0	0	9	9	40
07:30 AM	7	20	0	27	0	6	0	6	0	0	0	0	4	0	5	9	42
07:45 AM	11	24	0	35	0	20	2	22	0	0	0	0	5	0	5	10	67
Total	28	58	0	86	0	50	10	60	0	0	0	0	11	0	23	34	180
08:00 AM	16	30	0	46	0	9	4	13	0	0	0	0	5	0	7	12	71
08:15 AM	10	21	0	31	0	14	2	16	0	0	0	0	2	0	4	6	53
08:30 AM	9	16	0	25	0	19	2	21	0	0	0	0	0	0	7	7	53
08:45 AM	8	16	0	24	0	14	0	14	0	0	0	0	7	0	10	17	55
Total	43	83	0	126	0	56	8	64	0	0	0	0	14	0	28	42	232
*** BREAK ***																	
03:00 PM	5	6	0	11	0	6	5	11	0	0	0	0	2	0	5	7	29
03:15 PM	2	6	0	8	0	14	3	17	0	0	0	0	4	0	5	9	34
03:30 PM	1	7	0	8	0	17	4	21	0	0	0	0	0	0	7	7	36
03:45 PM	10	9	0	19	0	19	3	22	0	0	0	0	0	0	4	4	45
Total	18	28	0	46	0	56	15	71	0	0	0	0	6	0	21	27	144
04:00 PM	5	9	0	14	0	17	2	19	0	0	0	0	1	0	3	4	37
04:15 PM	4	7	0	11	0	16	9	25	0	0	0	0	0	0	3	3	39
04:30 PM	1	8	0	9	0	12	5	17	0	0	0	0	5	0	8	13	39
04:45 PM	2	2	0	4	0	7	5	12	0	0	0	0	0	0	3	3	19
Total	12	26	0	38	0	52	21	73	0	0	0	0	6	0	17	23	134

CTS Engineering, Inc.

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PROJECT: Atlantic Avenue Pre-PDE
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File Name : Atlantic Ave at Turnpike SB Ramp_09252018
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	4	0	6	0	6	5	11	0	0	0	0	1	0	4	5	22
05:15 PM	2	10	0	12	0	4	2	6	0	0	0	0	3	0	2	5	23
05:30 PM	2	2	0	4	0	2	4	6	0	0	0	0	1	0	2	3	13
05:45 PM	1	8	0	9	0	1	2	3	0	0	0	0	0	0	2	2	14
Total	7	24	0	31	0	13	13	26	0	0	0	0	5	0	10	15	72
Grand Total	111	235	0	346	0	252	70	322	0	0	0	0	48	0	133	181	849
Apprch %	32.1	67.9	0		0	78.3	21.7		0	0	0		26.5	0	73.5		
Total %	13.1	27.7	0	40.8	0	29.7	8.2	37.9	0	0	0	0	5.7	0	15.7	21.3	

CTS Engineering, Inc.

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JOB NO: TWO 1
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Site Code : 00000000
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Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					TURNPIKE SB OFF RAMP Northbound					TURNPIKE SB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
06:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	75	0	0	0	75	0	0	0	0	0	25	0	0	0	25	

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CLIENT: FDOT D4
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COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
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Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	16	54	0	70	0	73	41	114	0	0	0	0	10	0	17	27	211
06:15 AM	22	61	0	83	0	101	58	159	0	0	0	0	15	0	14	29	271
06:30 AM	29	100	0	129	0	177	93	270	0	0	0	0	28	0	25	53	452
06:45 AM	24	130	0	154	0	260	106	366	0	0	0	0	41	0	46	87	607
Total	91	345	0	436	0	611	298	909	0	0	0	0	94	0	102	196	1541
07:00 AM	50	170	0	220	0	230	117	347	0	0	0	0	45	0	43	88	655
07:15 AM	60	231	0	291	0	202	173	375	0	0	0	0	69	0	32	101	767
07:30 AM	51	294	0	345	0	207	164	371	0	0	0	0	110	0	32	142	858
07:45 AM	69	304	0	373	0	207	164	371	0	0	0	0	122	0	51	173	917
Total	230	999	0	1229	0	846	618	1464	0	0	0	0	346	0	158	504	3197
08:00 AM	54	299	0	353	0	268	167	435	0	0	0	0	71	0	29	100	888
08:15 AM	66	303	0	369	0	199	149	348	0	0	0	0	90	0	34	124	841
08:30 AM	55	246	0	301	0	217	164	381	0	0	0	0	87	0	35	122	804
08:45 AM	43	226	0	269	0	212	114	326	0	0	0	0	63	0	37	100	695
Total	218	1074	0	1292	0	896	594	1490	0	0	0	0	311	0	135	446	3228
*** BREAK ***																	
03:00 PM	52	243	0	295	0	249	96	345	0	0	0	0	32	0	19	51	691
03:15 PM	38	215	0	253	0	206	123	329	0	0	0	0	42	0	30	72	654
03:30 PM	38	270	0	308	0	255	112	367	0	0	0	0	43	0	26	69	744
03:45 PM	64	258	0	322	0	254	140	394	0	0	0	0	43	0	30	73	789
Total	192	986	0	1178	0	964	471	1435	0	0	0	0	160	0	105	265	2878
04:00 PM	44	278	0	322	0	298	125	423	0	0	0	0	38	0	27	65	810
04:15 PM	44	242	0	286	0	257	139	396	0	0	0	0	37	0	33	70	752
04:30 PM	62	252	0	314	0	266	137	403	0	0	0	0	23	0	15	38	755
04:45 PM	46	276	0	322	0	266	171	437	0	0	0	0	15	0	24	39	798
Total	196	1048	0	1244	0	1087	572	1659	0	0	0	0	113	0	99	212	3115

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Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
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Groups Printed- Autos - Heavy Vehicles

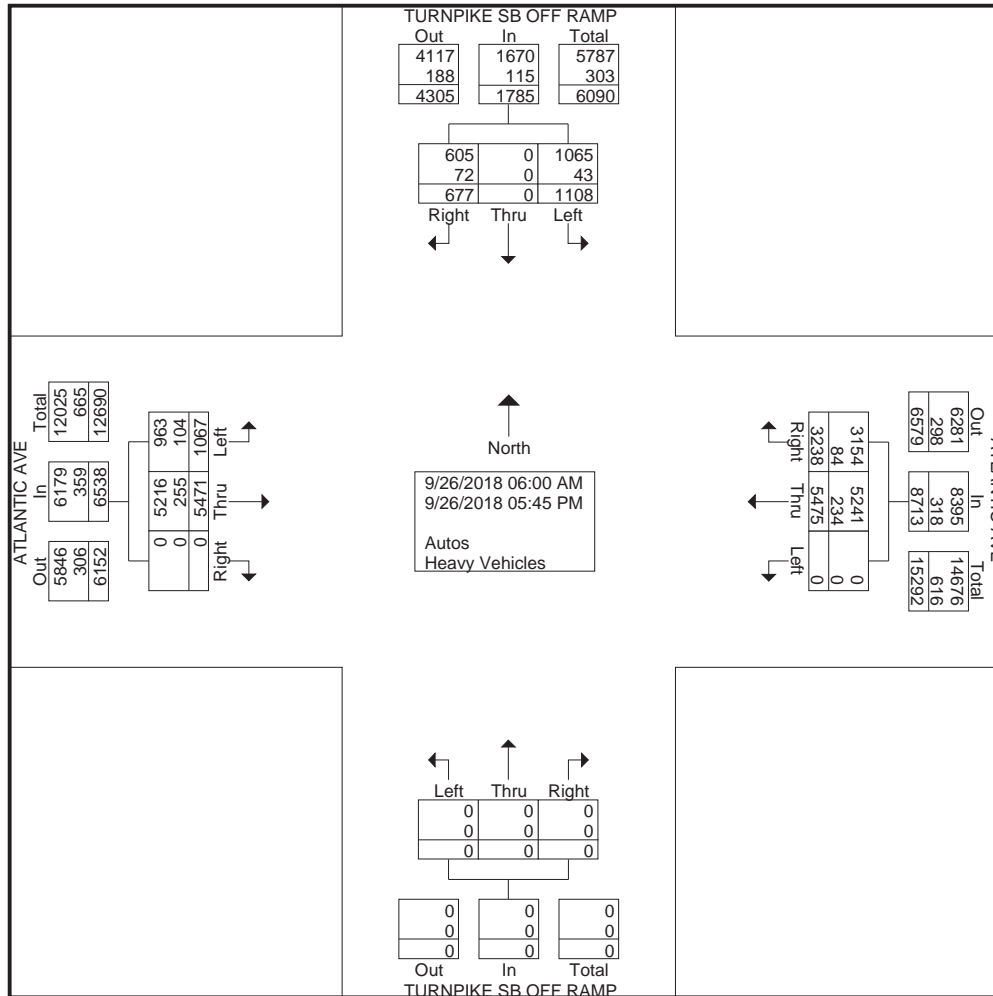
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	48	268	0	316	0	259	191	450	0	0	0	0	17	0	27	44	810
05:15 PM	32	258	0	290	0	292	177	469	0	0	0	0	24	0	24	48	807
05:30 PM	34	266	0	300	0	259	153	412	0	0	0	0	25	0	14	39	751
05:45 PM	26	227	0	253	0	261	164	425	0	0	0	0	18	0	13	31	709
Total	140	1019	0	1159	0	1071	685	1756	0	0	0	0	84	0	78	162	3077
Grand Total	1067	5471	0	6538	0	5475	3238	8713	0	0	0	0	1108	0	677	1785	17036
Apprch %	16.3	83.7	0		0	62.8	37.2		0	0	0		62.1	0	37.9		
Total %	6.3	32.1	0	38.4	0	32.1	19	51.1	0	0	0	0	6.5	0	4	10.5	
Autos	963	5216	0	6179	0	5241	3154	8395	0	0	0	0	1065	0	605	1670	16244
% Autos	90.3	95.3	0	94.5	0	95.7	97.4	96.4	0	0	0	0	96.1	0	89.4	93.6	95.4
Heavy Vehicles	104	255	0	359	0	234	84	318	0	0	0	0	43	0	72	115	792
% Heavy Vehicles	9.7	4.7	0	5.5	0	4.3	2.6	3.6	0	0	0	0	3.9	0	10.6	6.4	4.6

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CLIENT: FDOT D4
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CLIENT: FDOT D4
JOB NO: TWO 1
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File Name : Atlantic Ave at Turnpike SB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
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Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	51	294	0	345	0	207	164	371	0	0	0	0	110	0	32	142	858
07:45 AM	69	304	0	373	0	207	164	371	0	0	0	0	122	0	51	173	917
08:00 AM	54	299	0	353	0	268	167	435	0	0	0	0	71	0	29	100	888
08:15 AM	66	303	0	369	0	199	149	348	0	0	0	0	90	0	34	124	841
Total Volume	240	1200	0	1440	0	881	644	1525	0	0	0	0	393	0	146	539	3504
% App. Total	16.7	83.3	0		0	57.8	42.2		0	0	0		72.9	0	27.1		
PHF	.870	.987	.000	.965	.000	.822	.964	.876	.000	.000	.000	.000	.805	.000	.716	.779	.955
Autos	203	1111	0	1314	0	839	631	1470	0	0	0	0	381	0	130	511	3295
% Autos	84.6	92.6	0	91.3	0	95.2	98.0	96.4	0	0	0	0	96.9	0	89.0	94.8	94.0
Heavy Vehicles	37	89	0	126	0	42	13	55	0	0	0	0	12	0	16	28	209
% Heavy Vehicles	15.4	7.4	0	8.8	0	4.8	2.0	3.6	0	0	0	0	3.1	0	11.0	5.2	6.0

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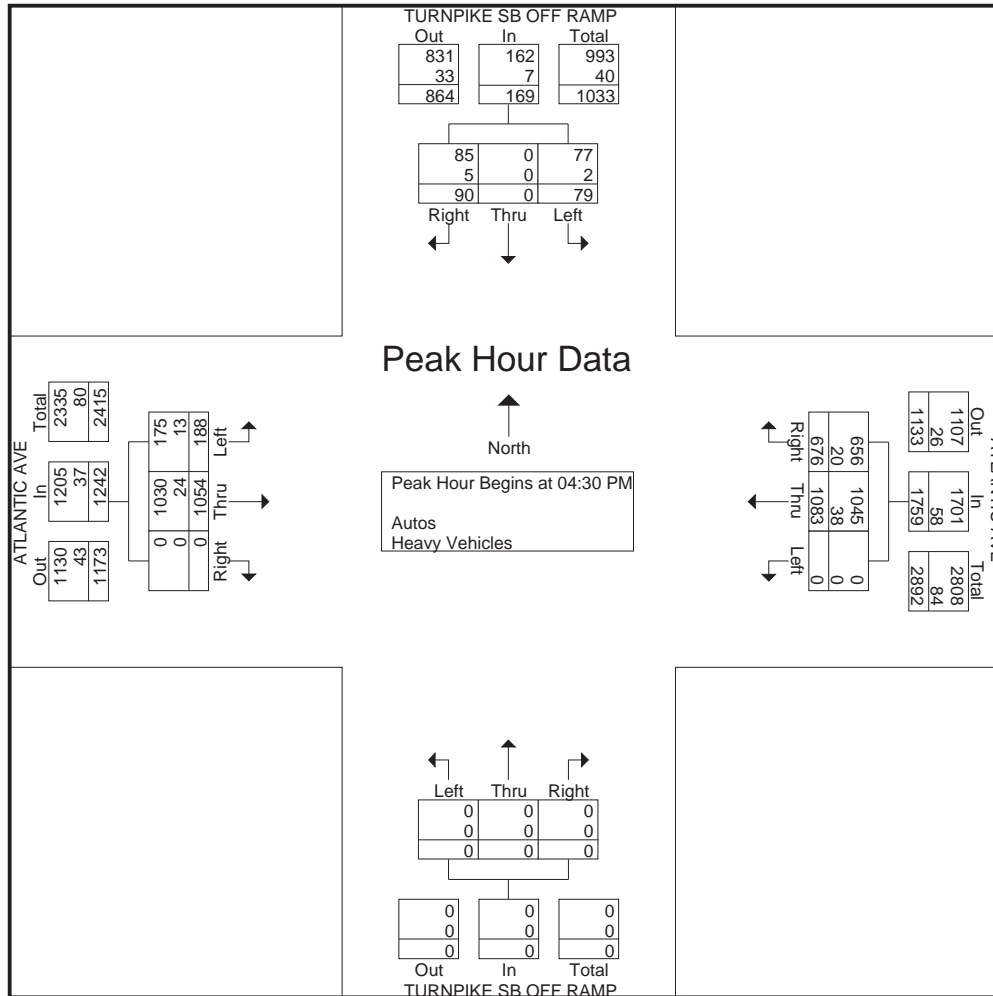
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	62	252	0	314	0	266	137	403	0	0	0	0	23	0	15	38	755
04:45 PM	46	276	0	322	0	266	171	437	0	0	0	0	15	0	24	39	798
05:00 PM	48	268	0	316	0	259	191	450	0	0	0	0	17	0	27	44	810
05:15 PM	32	258	0	290	0	292	177	469	0	0	0	0	24	0	24	48	807
Total Volume	188	1054	0	1242	0	1083	676	1759	0	0	0	0	79	0	90	169	3170
% App. Total	15.1	84.9	0		0	61.6	38.4		0	0	0		46.7	0	53.3		
PHF	.758	.955	.000	.964	.000	.927	.885	.938	.000	.000	.000	.000	.823	.000	.833	.880	.978
Autos	175	1030	0	1205	0	1045	656	1701	0	0	0	0	77	0	85	162	3068
% Autos	93.1	97.7	0	97.0	0	96.5	97.0	96.7	0	0	0	0	97.5	0	94.4	95.9	96.8
Heavy Vehicles	13	24	0	37	0	38	20	58	0	0	0	0	2	0	5	7	102
% Heavy Vehicles	6.9	2.3	0	3.0	0	3.5	3.0	3.3	0	0	0	0	2.5	0	5.6	4.1	3.2

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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	4	0	4	0	3	0	3	0	0	0	0	3	0	2	5	12
06:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	3	5
06:30 AM	0	3	0	3	0	3	2	5	0	0	0	0	1	0	2	3	11
06:45 AM	1	1	0	2	0	11	1	12	0	0	0	0	2	0	4	6	20
Total	2	9	0	11	0	17	3	20	0	0	0	0	6	0	11	17	48
07:00 AM	3	8	0	11	0	10	2	12	0	0	0	0	4	0	6	10	33
07:15 AM	6	13	0	19	0	6	0	6	0	0	0	0	4	0	3	7	32
07:30 AM	8	20	0	28	0	10	4	14	0	0	0	0	6	0	5	11	53
07:45 AM	12	20	0	32	0	7	5	12	0	0	0	0	2	0	6	8	52
Total	29	61	0	90	0	33	11	44	0	0	0	0	16	0	20	36	170
08:00 AM	10	27	0	37	0	12	1	13	0	0	0	0	1	0	2	3	53
08:15 AM	7	22	0	29	0	13	3	16	0	0	0	0	3	0	3	6	51
08:30 AM	4	24	0	28	0	17	2	19	0	0	0	0	4	0	5	9	56
08:45 AM	4	15	0	19	0	11	3	14	0	0	0	0	2	0	5	7	40
Total	25	88	0	113	0	53	9	62	0	0	0	0	10	0	15	25	200
*** BREAK ***																	
03:00 PM	7	11	0	18	0	21	1	22	0	0	0	0	2	0	1	3	43
03:15 PM	3	8	0	11	0	11	10	21	0	0	0	0	4	0	4	8	40
03:30 PM	5	10	0	15	0	11	7	18	0	0	0	0	1	0	4	5	38
03:45 PM	6	8	0	14	0	10	6	16	0	0	0	0	0	0	3	3	33
Total	21	37	0	58	0	53	24	77	0	0	0	0	7	0	12	19	154
04:00 PM	6	11	0	17	0	20	3	23	0	0	0	0	0	0	3	3	43
04:15 PM	3	16	0	19	0	9	7	16	0	0	0	0	2	0	3	5	40
04:30 PM	9	3	0	12	0	14	5	19	0	0	0	0	0	0	1	1	32
04:45 PM	1	7	0	8	0	10	7	17	0	0	0	0	1	0	3	4	29
Total	19	37	0	56	0	53	22	75	0	0	0	0	3	0	10	13	144

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Start Date : 9/26/2018
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	3	8	0	11	0	5	4	9	0	0	0	0	1	0	1	2	22
05:15 PM	0	6	0	6	0	9	4	13	0	0	0	0	0	0	0	0	19
05:30 PM	3	4	0	7	0	6	3	9	0	0	0	0	0	0	3	3	19
05:45 PM	2	5	0	7	0	5	4	9	0	0	0	0	0	0	0	0	16
Total	8	23	0	31	0	25	15	40	0	0	0	0	1	0	4	5	76
Grand Total	104	255	0	359	0	234	84	318	0	0	0	0	43	0	72	115	792
Apprch %	29	71	0		0	73.6	26.4		0	0	0		37.4	0	62.6		
Total %	13.1	32.2	0	45.3	0	29.5	10.6	40.2	0	0	0	0	5.4	0	9.1	14.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					TURNPIKE SB OFF RAMP Northbound					TURNPIKE SB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
Grand Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	66.7	0	0	0	66.7	0	0	0	0	0	33.3	0	0	0	33.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	17	54	0	71	0	72	44	116	0	0	0	0	8	0	20	28	215
06:15 AM	26	73	0	99	0	116	61	177	0	0	0	0	20	0	19	39	315
06:30 AM	30	97	0	127	0	134	95	229	0	0	0	0	31	0	30	61	417
06:45 AM	22	136	0	158	0	240	118	358	0	0	0	0	51	0	48	99	615
Total	95	360	0	455	0	562	318	880	0	0	0	0	110	0	117	227	1562
07:00 AM	51	181	0	232	0	209	129	338	0	0	0	0	52	0	42	94	664
07:15 AM	44	231	0	275	0	248	181	429	0	0	0	0	68	0	33	101	805
07:30 AM	63	289	0	352	0	204	160	364	0	0	0	0	72	0	38	110	826
07:45 AM	59	311	0	370	0	232	160	392	0	0	0	0	102	0	44	146	908
Total	217	1012	0	1229	0	893	630	1523	0	0	0	0	294	0	157	451	3203
08:00 AM	76	304	0	380	0	241	164	405	0	0	0	0	89	0	38	127	912
08:15 AM	62	247	0	309	0	228	138	366	0	0	0	0	91	0	43	134	809
08:30 AM	51	269	0	320	0	193	136	329	0	0	0	0	91	0	36	127	776
08:45 AM	68	262	0	330	0	179	108	287	0	0	0	0	56	0	56	112	729
Total	257	1082	0	1339	0	841	546	1387	0	0	0	0	327	0	173	500	3226
*** BREAK ***																	
03:00 PM	31	217	0	248	0	220	106	326	0	0	0	0	32	0	24	56	630
03:15 PM	55	233	0	288	0	260	108	368	0	0	0	0	27	0	31	58	714
03:30 PM	39	263	0	302	0	259	116	375	0	0	0	0	28	0	24	52	729
03:45 PM	58	282	0	340	0	244	131	375	0	0	0	0	41	0	29	70	785
Total	183	995	0	1178	0	983	461	1444	0	0	0	0	128	0	108	236	2858
04:00 PM	39	254	0	293	0	259	180	439	0	0	0	0	40	0	29	69	801
04:15 PM	36	244	0	280	0	237	144	381	0	0	0	0	29	0	39	68	729
04:30 PM	38	241	0	279	0	243	158	401	0	0	0	0	46	0	29	75	755
04:45 PM	44	258	0	302	0	261	158	419	0	0	0	0	27	0	33	60	781
Total	157	997	0	1154	0	1000	640	1640	0	0	0	0	142	0	130	272	3066

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

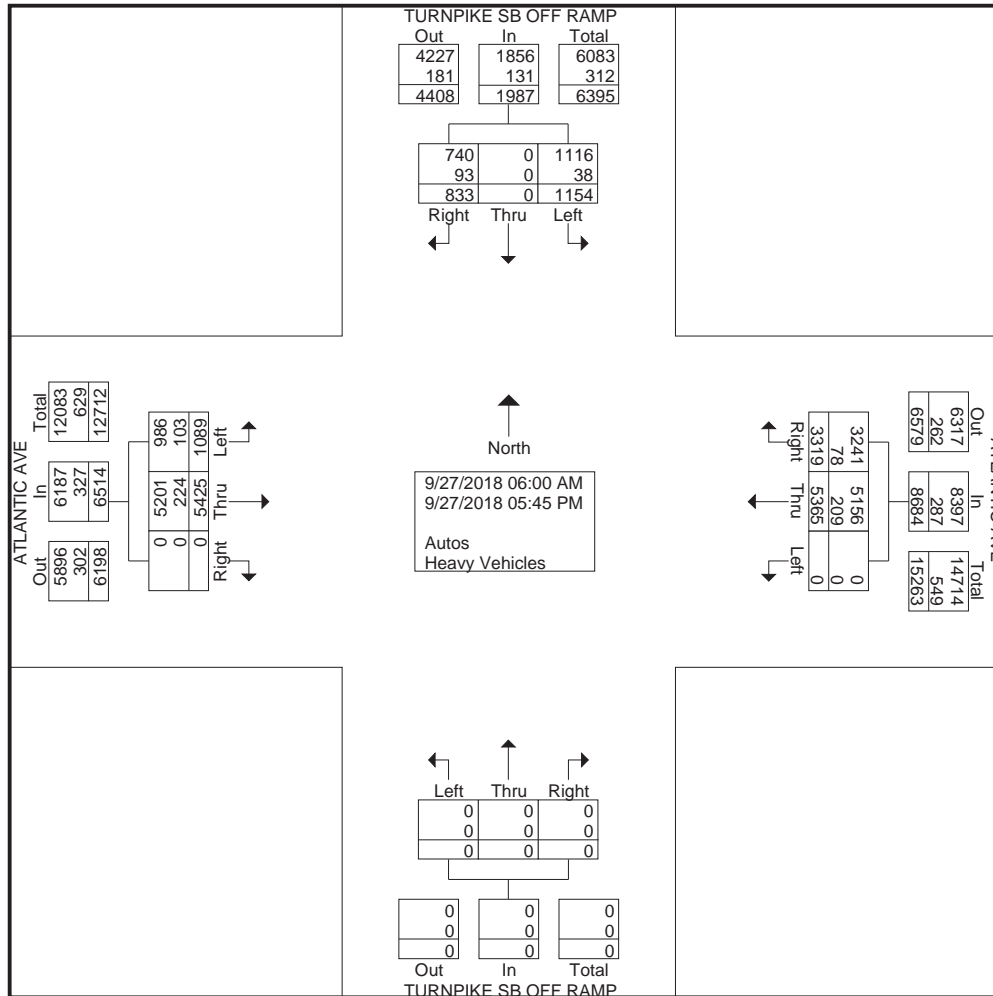
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	48	269	0	317	0	278	185	463	0	0	0	0	43	0	40	83	863
05:15 PM	38	237	0	275	0	265	180	445	0	0	0	0	43	0	35	78	798
05:30 PM	57	284	0	341	0	245	196	441	0	0	0	0	34	0	37	71	853
05:45 PM	37	189	0	226	0	298	163	461	0	0	0	0	33	0	36	69	756
Total	180	979	0	1159	0	1086	724	1810	0	0	0	0	153	0	148	301	3270
Grand Total	1089	5425	0	6514	0	5365	3319	8684	0	0	0	0	1154	0	833	1987	17185
Apprch %	16.7	83.3	0		0	61.8	38.2		0	0	0		58.1	0	41.9		
Total %	6.3	31.6	0	37.9	0	31.2	19.3	50.5	0	0	0	0	6.7	0	4.8	11.6	
Autos	986	5201	0	6187	0	5156	3241	8397	0	0	0	0	1116	0	740	1856	16440
% Autos	90.5	95.9	0	95	0	96.1	97.6	96.7	0	0	0	0	96.7	0	88.8	93.4	95.7
Heavy Vehicles	103	224	0	327	0	209	78	287	0	0	0	0	38	0	93	131	745
% Heavy Vehicles	9.5	4.1	0	5	0	3.9	2.4	3.3	0	0	0	0	3.3	0	11.2	6.6	4.3

CTS Engineering, Inc.

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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

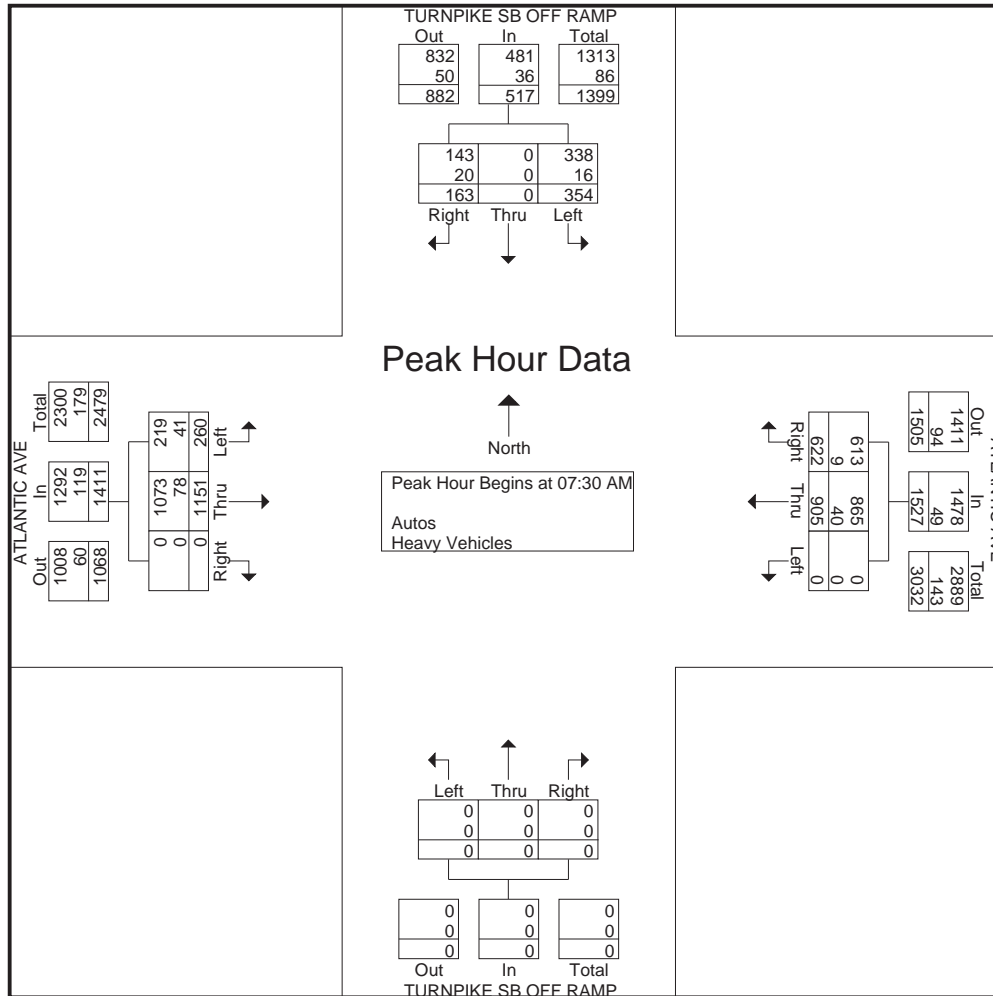
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	63	289	0	352	0	204	160	364	0	0	0	0	72	0	38	110	826
07:45 AM	59	311	0	370	0	232	160	392	0	0	0	0	102	0	44	146	908
08:00 AM	76	304	0	380	0	241	164	405	0	0	0	0	89	0	38	127	912
08:15 AM	62	247	0	309	0	228	138	366	0	0	0	0	91	0	43	134	809
Total Volume	260	1151	0	1411	0	905	622	1527	0	0	0	0	354	0	163	517	3455
% App. Total	18.4	81.6	0		0	59.3	40.7		0	0	0		68.5	0	31.5		
PHF	.855	.925	.000	.928	.000	.939	.948	.943	.000	.000	.000	.000	.868	.000	.926	.885	.947
Autos	219	1073	0	1292	0	865	613	1478	0	0	0	0	338	0	143	481	3251
% Autos	84.2	93.2	0	91.6	0	95.6	98.6	96.8	0	0	0	0	95.5	0	87.7	93.0	94.1
Heavy Vehicles	41	78	0	119	0	40	9	49	0	0	0	0	16	0	20	36	204
% Heavy Vehicles	15.8	6.8	0	8.4	0	4.4	1.4	3.2	0	0	0	0	4.5	0	12.3	7.0	5.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 6

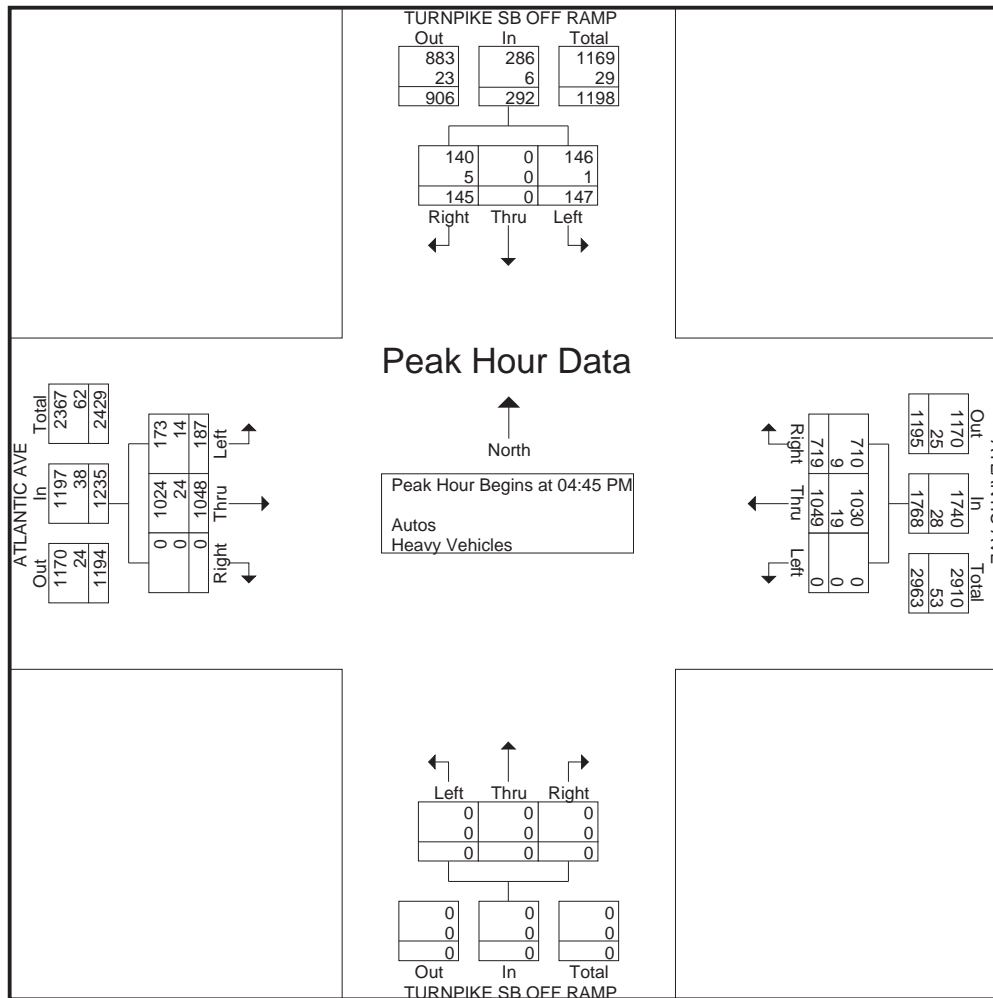
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	44	258	0	302	0	261	158	419	0	0	0	0	27	0	33	60	781
05:00 PM	48	269	0	317	0	278	185	463	0	0	0	0	43	0	40	83	863
05:15 PM	38	237	0	275	0	265	180	445	0	0	0	0	43	0	35	78	798
05:30 PM	57	284	0	341	0	245	196	441	0	0	0	0	34	0	37	71	853
Total Volume	187	1048	0	1235	0	1049	719	1768	0	0	0	0	147	0	145	292	3295
% App. Total	15.1	84.9	0		0	59.3	40.7		0	0	0		50.3	0	49.7		
PHF	.820	.923	.000	.905	.000	.943	.917	.955	.000	.000	.000	.000	.855	.000	.906	.880	.955
Autos	173	1024	0	1197	0	1030	710	1740	0	0	0	0	146	0	140	286	3223
% Autos	92.5	97.7	0	96.9	0	98.2	98.7	98.4	0	0	0	0	99.3	0	96.6	97.9	97.8
Heavy Vehicles	14	24	0	38	0	19	9	28	0	0	0	0	1	0	5	6	72
% Heavy Vehicles	7.5	2.3	0	3.1	0	1.8	1.3	1.6	0	0	0	0	0.7	0	3.4	2.1	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	4	3	0	7	0	5	0	5	0	0	0	0	2	0	6	8	20
06:15 AM	1	3	0	4	0	2	0	2	0	0	0	0	0	0	5	5	11
06:30 AM	0	3	0	3	0	4	2	6	0	0	0	0	1	0	3	4	13
06:45 AM	2	6	0	8	0	4	2	6	0	0	0	0	0	0	7	7	21
Total	7	15	0	22	0	15	4	19	0	0	0	0	3	0	21	24	65
07:00 AM	3	2	0	5	0	5	1	6	0	0	0	0	2	0	3	5	16
07:15 AM	7	6	0	13	0	12	2	14	0	0	0	0	1	0	2	3	30
07:30 AM	5	17	0	22	0	7	4	11	0	0	0	0	2	0	4	6	39
07:45 AM	12	23	0	35	0	10	0	10	0	0	0	0	6	0	7	13	58
Total	27	48	0	75	0	34	7	41	0	0	0	0	11	0	16	27	143
08:00 AM	12	22	0	34	0	12	2	14	0	0	0	0	3	0	5	8	56
08:15 AM	12	16	0	28	0	11	3	14	0	0	0	0	5	0	4	9	51
08:30 AM	2	19	0	21	0	9	3	12	0	0	0	0	4	0	7	11	44
08:45 AM	4	12	0	16	0	13	2	15	0	0	0	0	2	0	9	11	42
Total	30	69	0	99	0	45	10	55	0	0	0	0	14	0	25	39	193
*** BREAK ***																	
03:00 PM	0	0	0	0	0	10	3	13	0	0	0	0	1	0	4	5	18
03:15 PM	4	14	0	18	0	15	5	20	0	0	0	0	0	0	3	3	41
03:30 PM	10	19	0	29	0	13	6	19	0	0	0	0	4	0	3	7	55
03:45 PM	1	9	0	10	0	14	7	21	0	0	0	0	0	0	3	3	34
Total	15	42	0	57	0	52	21	73	0	0	0	0	5	0	13	18	148
04:00 PM	4	7	0	11	0	16	16	32	0	0	0	0	2	0	6	8	51
04:15 PM	4	7	0	11	0	8	4	12	0	0	0	0	1	0	4	5	28
04:30 PM	2	10	0	12	0	14	4	18	0	0	0	0	1	0	2	3	33
04:45 PM	5	9	0	14	0	8	4	12	0	0	0	0	0	0	2	2	28
Total	15	33	0	48	0	46	28	74	0	0	0	0	4	0	14	18	140

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				TURNPIKE SB OFF RAMP Northbound				TURNPIKE SB OFF RAMP Southbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	5	5	0	10	0	8	2	10	0	0	0	0	0	0	0	0	0	20
05:15 PM	1	5	0	6	0	2	1	3	0	0	0	0	0	0	3	3	3	12
05:30 PM	3	5	0	8	0	1	2	3	0	0	0	0	1	0	0	1	1	12
05:45 PM	0	2	0	2	0	6	3	9	0	0	0	0	0	0	1	1	1	12
Total	9	17	0	26	0	17	8	25	0	0	0	0	1	0	4	5	5	56
Grand Total	103	224	0	327	0	209	78	287	0	0	0	0	38	0	93	131	131	745
Apprch %	31.5	68.5	0		0	72.8	27.2		0	0	0		29	0	71			
Total %	13.8	30.1	0	43.9	0	28.1	10.5	38.5	0	0	0	0	5.1	0	12.5	17.6	17.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike SB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					TURNPIKE SB OFF RAMP Northbound					TURNPIKE SB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
Grand Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	10	39	0	49	1	111	13	125	1	0	1	2	18	1	6	25	201
06:15 AM	8	71	0	79	4	171	28	203	0	0	2	2	29	0	17	46	330
06:30 AM	16	101	2	119	0	262	20	282	3	2	3	8	56	0	36	92	501
06:45 AM	16	168	1	185	4	305	21	330	4	1	4	9	90	0	30	120	644
Total	50	379	3	432	9	849	82	940	8	3	10	21	193	1	89	283	1676
07:00 AM	23	194	1	218	6	334	26	366	4	0	3	7	80	0	36	116	707
07:15 AM	39	231	2	272	6	335	46	387	3	0	9	12	137	0	31	168	839
07:30 AM	42	352	1	395	3	335	51	389	3	3	9	15	138	0	27	165	964
07:45 AM	31	325	0	356	1	328	43	372	9	0	5	14	217	1	38	256	998
Total	135	1102	4	1241	16	1332	166	1514	19	3	26	48	572	1	132	705	3508
08:00 AM	42	363	2	407	3	390	41	434	3	3	7	13	142	0	20	162	1016
08:15 AM	35	323	2	360	4	340	34	378	4	1	8	13	207	4	29	240	991
08:30 AM	38	309	2	349	5	301	34	340	7	0	8	15	172	0	29	201	905
08:45 AM	38	328	6	372	5	267	43	315	4	2	4	10	174	0	27	201	898
Total	153	1323	12	1488	17	1298	152	1467	18	6	27	51	695	4	105	804	3810
*** BREAK ***																	
03:00 PM	15	237	1	253	8	287	40	335	0	0	5	5	67	0	16	83	676
03:15 PM	30	238	2	270	7	313	40	360	4	0	7	11	95	1	40	136	777
03:30 PM	33	274	1	308	8	283	47	338	4	1	2	7	94	0	34	128	781
03:45 PM	30	256	1	287	9	360	43	412	4	0	6	10	83	0	41	124	833
Total	108	1005	5	1118	32	1243	170	1445	12	1	20	33	339	1	131	471	3067
04:00 PM	33	257	2	292	5	340	41	386	0	0	11	11	92	0	44	136	825
04:15 PM	34	217	2	253	4	336	48	388	1	2	1	4	114	1	48	163	808
04:30 PM	36	270	1	307	3	355	45	403	3	0	2	5	135	3	45	183	898
04:45 PM	27	251	3	281	9	372	63	444	1	1	4	6	119	1	48	168	899
Total	130	995	8	1133	21	1403	197	1621	5	3	18	26	460	5	185	650	3430

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

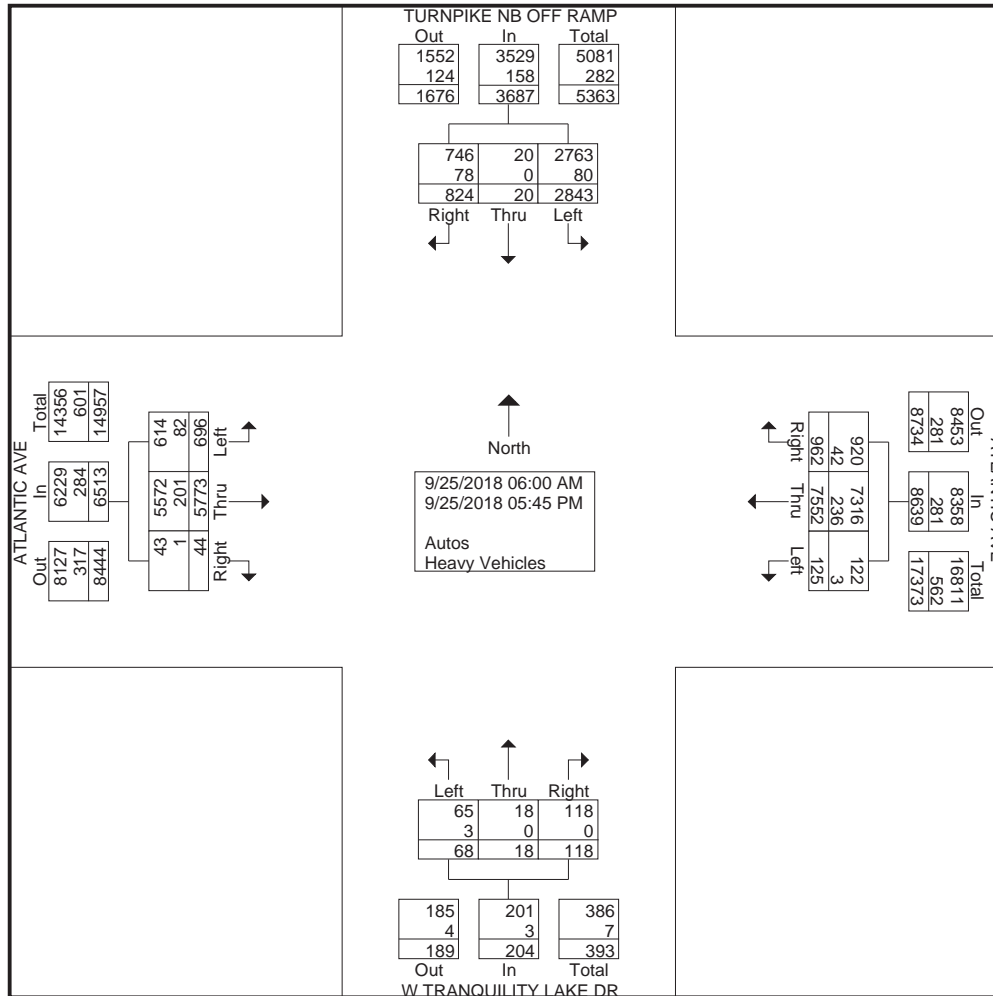
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	29	280	1	310	7	345	46	398	1	0	7	8	154	1	43	198	914
05:15 PM	30	231	2	263	6	362	51	419	3	0	5	8	154	2	49	205	895
05:30 PM	35	252	6	293	9	397	52	458	0	0	1	1	130	1	43	174	926
05:45 PM	26	206	3	235	8	323	46	377	2	2	4	8	146	4	47	197	817
Total	120	969	12	1101	30	1427	195	1652	6	2	17	25	584	8	182	774	3552
Grand Total	696	5773	44	6513	125	7552	962	8639	68	18	118	204	2843	20	824	3687	19043
Apprch %	10.7	88.6	0.7		1.4	87.4	11.1		33.3	8.8	57.8		77.1	0.5	22.3		
Total %	3.7	30.3	0.2	34.2	0.7	39.7	5.1	45.4	0.4	0.1	0.6	1.1	14.9	0.1	4.3	19.4	
Autos	614	5572	43	6229	122	7316	920	8358	65	18	118	201	2763	20	746	3529	18317
% Autos	88.2	96.5	97.7	95.6	97.6	96.9	95.6	96.7	95.6	100	100	98.5	97.2	100	90.5	95.7	96.2
Heavy Vehicles	82	201	1	284	3	236	42	281	3	0	0	3	80	0	78	158	726
% Heavy Vehicles	11.8	3.5	2.3	4.4	2.4	3.1	4.4	3.3	4.4	0	0	1.5	2.8	0	9.5	4.3	3.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 4

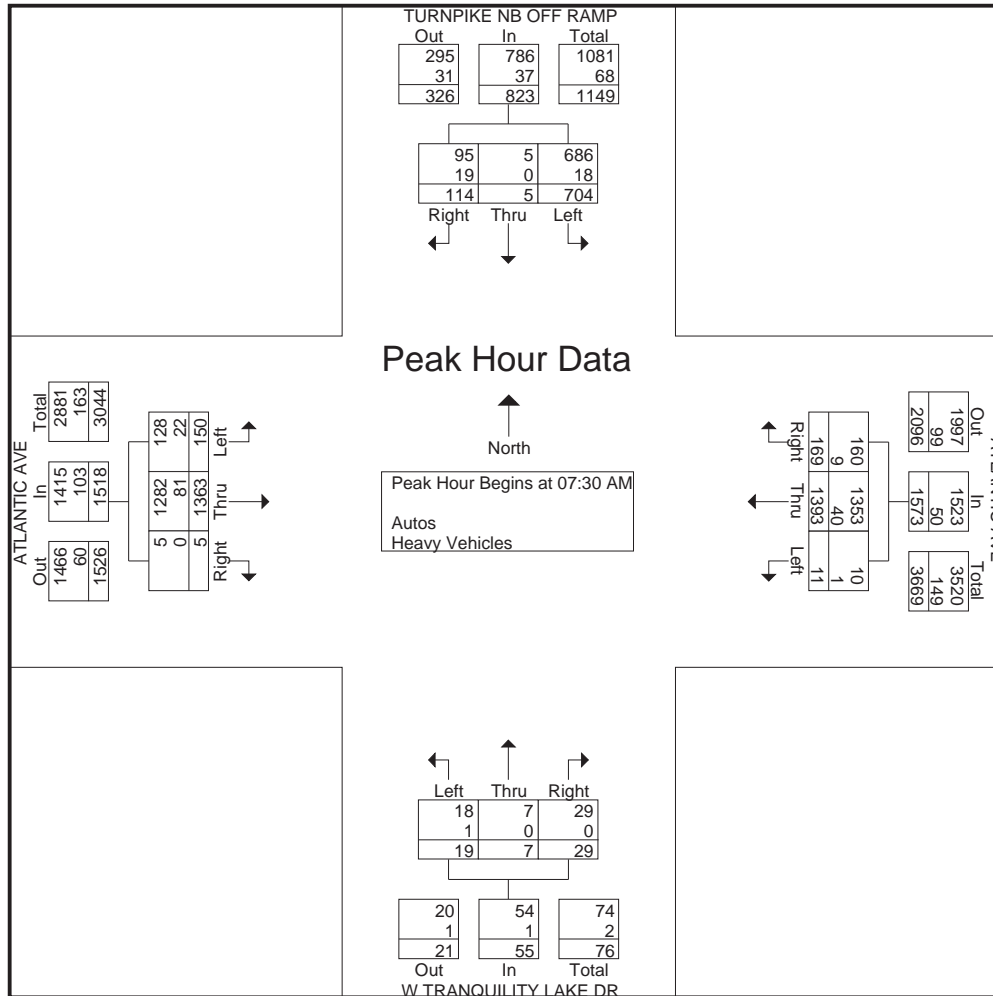
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	352	1	395	3	335	51	389	3	3	9	15	138	0	27	165	964
07:45 AM	31	325	0	356	1	328	43	372	9	0	5	14	217	1	38	256	998
08:00 AM	42	363	2	407	3	390	41	434	3	3	7	13	142	0	20	162	1016
08:15 AM	35	323	2	360	4	340	34	378	4	1	8	13	207	4	29	240	991
Total Volume	150	1363	5	1518	11	1393	169	1573	19	7	29	55	704	5	114	823	3969
% App. Total	9.9	89.8	0.3		0.7	88.6	10.7		34.5	12.7	52.7		85.5	0.6	13.9		
PHF	.893	.939	.625	.932	.688	.893	.828	.906	.528	.583	.806	.917	.811	.313	.750	.804	.977
Autos	128	1282	5	1415	10	1353	160	1523	18	7	29	54	686	5	95	786	3778
% Autos	85.3	94.1	100	93.2	90.9	97.1	94.7	96.8	94.7	100	100	98.2	97.4	100	83.3	95.5	95.2
Heavy Vehicles	22	81	0	103	1	40	9	50	1	0	0	1	18	0	19	37	191
% Heavy Vehicles	14.7	5.9	0	6.8	9.1	2.9	5.3	3.2	5.3	0	0	1.8	2.6	0	16.7	4.5	4.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

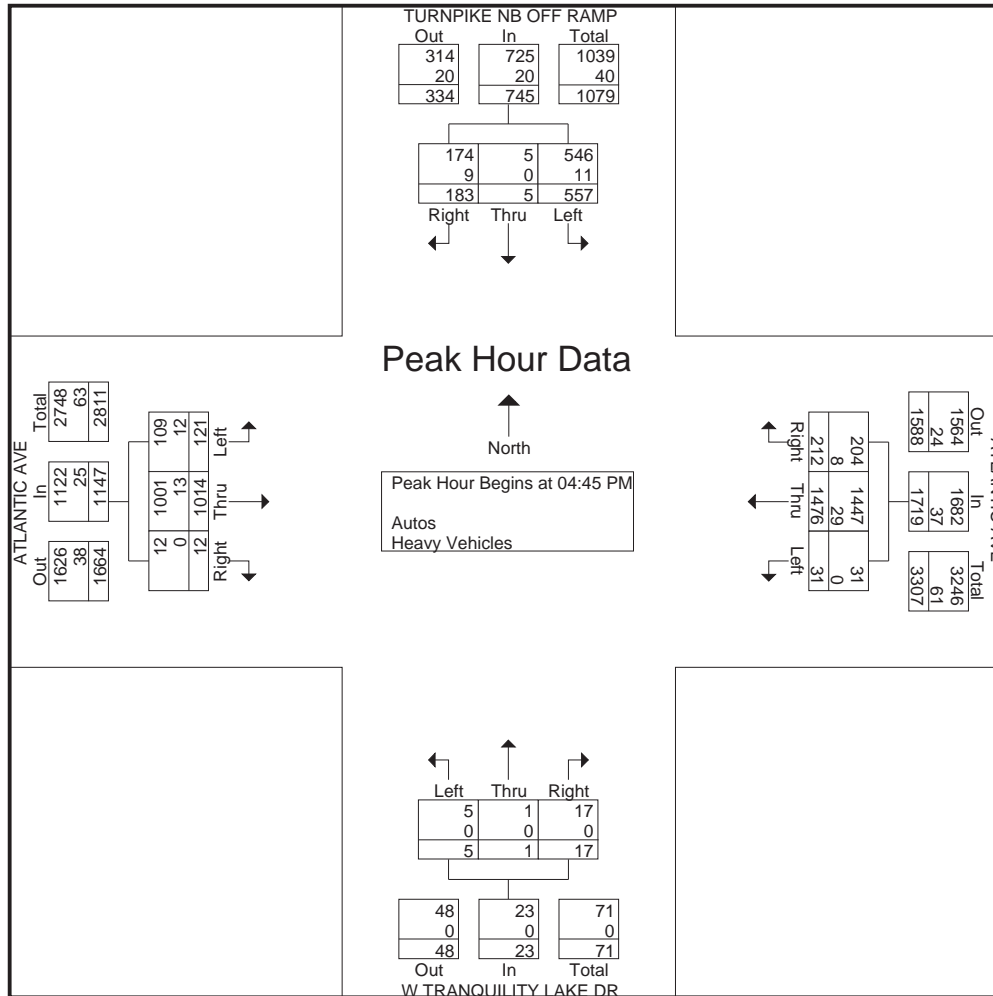
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	251	3	281	9	372	63	444	1	1	4	6	119	1	48	168	899
05:00 PM	29	280	1	310	7	345	46	398	1	0	7	8	154	1	43	198	914
05:15 PM	30	231	2	263	6	362	51	419	3	0	5	8	154	2	49	205	895
05:30 PM	35	252	6	293	9	397	52	458	0	0	1	1	130	1	43	174	926
Total Volume	121	1014	12	1147	31	1476	212	1719	5	1	17	23	557	5	183	745	3634
% App. Total	10.5	88.4	1		1.8	85.9	12.3		21.7	4.3	73.9		74.8	0.7	24.6		
PHF	.864	.905	.500	.925	.861	.929	.841	.938	.417	.250	.607	.719	.904	.625	.934	.909	.981
Autos	109	1001	12	1122	31	1447	204	1682	5	1	17	23	546	5	174	725	3552
% Autos	90.1	98.7	100	97.8	100	98.0	96.2	97.8	100	100	100	100	98.0	100	95.1	97.3	97.7
Heavy Vehicles	12	13	0	25	0	29	8	37	0	0	0	0	11	0	9	20	82
% Heavy Vehicles	9.9	1.3	0	2.2	0	2.0	3.8	2.2	0	0	0	0	2.0	0	4.9	2.7	2.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	2	0	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
06:15 AM	0	3	0	3	0	4	2	6	0	0	0	0	0	0	0	0	9
06:30 AM	1	4	0	5	0	3	0	3	0	0	0	0	2	0	6	8	16
06:45 AM	1	10	0	11	0	4	2	6	0	0	0	0	3	0	5	8	25
Total	4	17	0	21	0	13	4	17	0	0	0	0	6	0	11	17	55
07:00 AM	2	7	0	9	0	11	1	12	0	0	0	0	4	0	5	9	30
07:15 AM	2	6	0	8	0	12	0	12	0	0	0	0	6	0	5	11	31
07:30 AM	6	14	0	20	0	2	2	4	0	0	0	0	3	0	4	7	31
07:45 AM	3	21	0	24	0	15	5	20	0	0	0	0	4	0	7	11	55
Total	13	48	0	61	0	40	8	48	0	0	0	0	17	0	21	38	147
08:00 AM	8	28	0	36	1	10	1	12	0	0	0	0	3	0	2	5	53
08:15 AM	5	18	0	23	0	13	1	14	1	0	0	1	8	0	6	14	52
08:30 AM	3	14	0	17	0	13	3	16	0	0	0	0	9	0	5	14	47
08:45 AM	2	21	0	23	0	12	4	16	0	0	0	0	10	0	1	11	50
Total	18	81	0	99	1	48	9	58	1	0	0	1	30	0	14	44	202
*** BREAK ***																	
03:00 PM	5	8	0	13	0	8	3	11	0	0	0	0	1	0	2	3	27
03:15 PM	3	7	0	10	2	9	3	14	0	0	0	0	2	0	4	6	30
03:30 PM	3	6	0	9	0	15	2	17	0	0	0	0	0	0	2	2	28
03:45 PM	7	4	0	11	0	18	0	18	2	0	0	2	0	0	3	3	34
Total	18	25	0	43	2	50	8	60	2	0	0	2	3	0	11	14	119
04:00 PM	4	4	1	9	0	23	2	25	0	0	0	0	4	0	1	5	39
04:15 PM	6	3	0	9	0	16	0	16	0	0	0	0	2	0	6	8	33
04:30 PM	5	6	0	11	0	14	1	15	0	0	0	0	7	0	5	12	38
04:45 PM	1	2	0	3	0	13	4	17	0	0	0	0	3	0	1	4	24
Total	16	15	1	32	0	66	7	73	0	0	0	0	16	0	13	29	134

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	2	0	4	0	7	0	7	0	0	0	0	6	0	2	8	19
05:15 PM	5	6	0	11	0	4	1	5	0	0	0	0	0	0	5	5	21
05:30 PM	4	3	0	7	0	5	3	8	0	0	0	0	2	0	1	3	18
05:45 PM	2	4	0	6	0	3	2	5	0	0	0	0	0	0	0	0	11
Total	13	15	0	28	0	19	6	25	0	0	0	0	8	0	8	16	69
Grand Total	82	201	1	284	3	236	42	281	3	0	0	3	80	0	78	158	726
Apprch %	28.9	70.8	0.4		1.1	84	14.9		100	0	0		50.6	0	49.4		
Total %	11.3	27.7	0.1	39.1	0.4	32.5	5.8	38.7	0.4	0	0	0.4	11	0	10.7	21.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					W TRANQUILITY LAKE DR Northbound					TURNPIKE NB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	15	46	0	61	1	98	16	115	1	0	2	3	25	0	10	35	214
06:15 AM	15	70	0	85	0	155	24	179	1	0	1	2	33	0	16	49	315
06:30 AM	14	113	0	127	1	220	17	238	4	0	2	6	35	15	20	70	441
06:45 AM	18	153	2	173	3	312	23	338	4	2	6	12	70	9	36	115	638
Total	62	382	2	446	5	785	80	870	10	2	11	23	163	24	82	269	1608
07:00 AM	19	189	0	208	3	304	42	349	4	0	7	11	96	1	39	136	704
07:15 AM	32	248	1	281	5	321	38	364	5	1	11	17	116	0	28	144	806
07:30 AM	33	354	0	387	9	357	56	422	1	2	7	10	142	0	30	172	991
07:45 AM	45	393	2	440	2	319	34	355	2	1	9	12	197	0	34	231	1038
Total	129	1184	3	1316	19	1301	170	1490	12	4	34	50	551	1	131	683	3539
08:00 AM	24	326	5	355	6	388	45	439	3	1	7	11	160	1	36	197	1002
08:15 AM	51	352	4	407	4	336	29	369	3	2	1	6	212	2	29	243	1025
08:30 AM	38	294	1	333	9	317	42	368	6	3	7	16	204	0	37	241	958
08:45 AM	20	327	1	348	2	290	35	327	5	1	6	12	165	0	38	203	890
Total	133	1299	11	1443	21	1331	151	1503	17	7	21	45	741	3	140	884	3875
*** BREAK ***																	
03:00 PM	35	255	2	292	10	309	34	353	1	0	6	7	88	0	44	132	784
03:15 PM	30	227	0	257	8	293	48	349	4	0	6	10	99	0	33	132	748
03:30 PM	30	252	2	284	7	326	51	384	2	1	8	11	118	0	39	157	836
03:45 PM	32	293	5	330	4	359	30	393	3	0	8	11	85	0	41	126	860
Total	127	1027	9	1163	29	1287	163	1479	10	1	28	39	390	0	157	547	3228
04:00 PM	29	281	4	314	12	392	47	451	1	0	7	8	112	1	31	144	917
04:15 PM	30	240	7	277	15	322	44	381	4	2	6	12	110	0	59	169	839
04:30 PM	26	245	2	273	9	387	43	439	2	0	7	9	147	2	29	178	899
04:45 PM	40	244	3	287	8	386	33	427	2	1	10	13	136	0	48	184	911
Total	125	1010	16	1151	44	1487	167	1698	9	3	30	42	505	3	167	675	3566

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
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File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

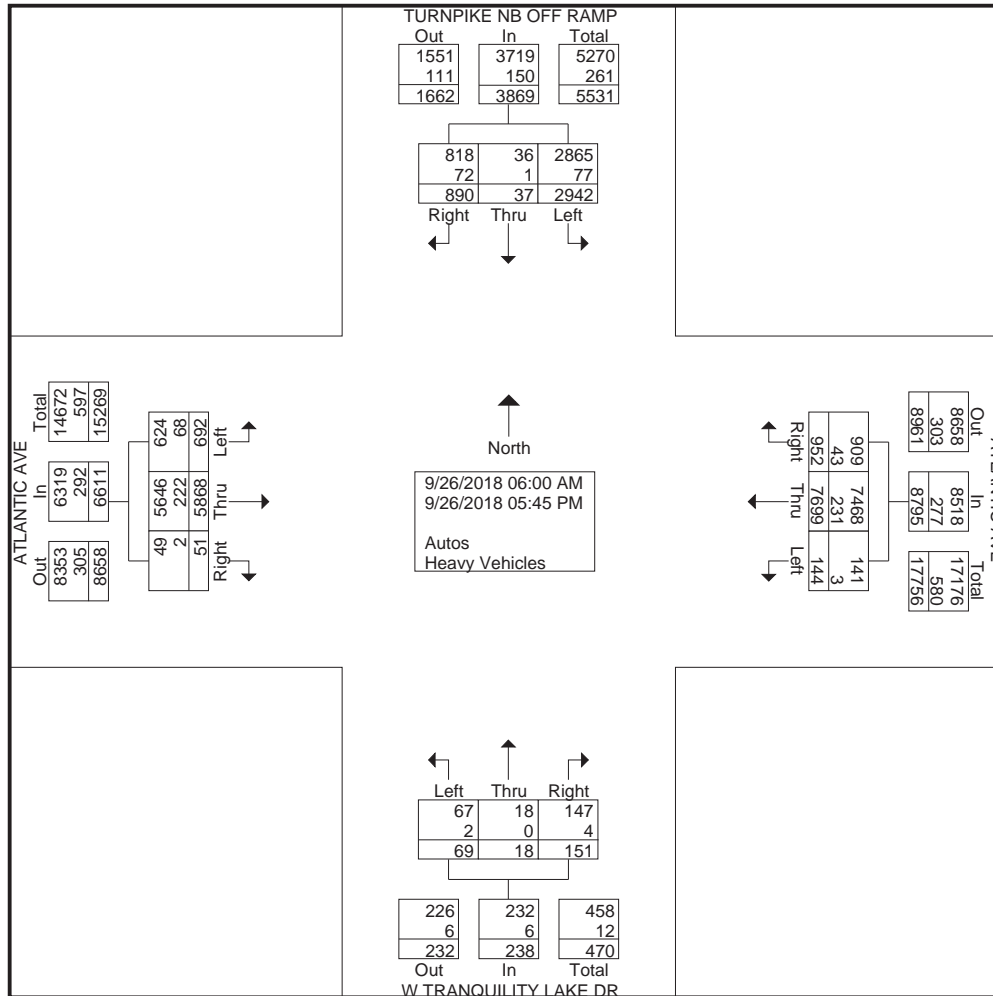
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	23	259	0	282	8	371	56	435	2	0	9	11	138	0	63	201	929
05:15 PM	30	253	4	287	5	404	50	459	2	0	3	5	157	3	68	228	979
05:30 PM	35	250	2	287	6	373	53	432	4	1	7	12	151	1	42	194	925
05:45 PM	28	204	4	236	7	360	62	429	3	0	8	11	146	2	40	188	864
Total	116	966	10	1092	26	1508	221	1755	11	1	27	39	592	6	213	811	3697
Grand Total	692	5868	51	6611	144	7699	952	8795	69	18	151	238	2942	37	890	3869	19513
Apprch %	10.5	88.8	0.8		1.6	87.5	10.8		29	7.6	63.4		76	1	23		
Total %	3.5	30.1	0.3	33.9	0.7	39.5	4.9	45.1	0.4	0.1	0.8	1.2	15.1	0.2	4.6	19.8	
Autos	624	5646	49	6319	141	7468	909	8518	67	18	147	232	2865	36	818	3719	18788
% Autos	90.2	96.2	96.1	95.6	97.9	97	95.5	96.9	97.1	100	97.4	97.5	97.4	97.3	91.9	96.1	96.3
Heavy Vehicles	68	222	2	292	3	231	43	277	2	0	4	6	77	1	72	150	725
% Heavy Vehicles	9.8	3.8	3.9	4.4	2.1	3	4.5	3.1	2.9	0	2.6	2.5	2.6	2.7	8.1	3.9	3.7

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Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 4

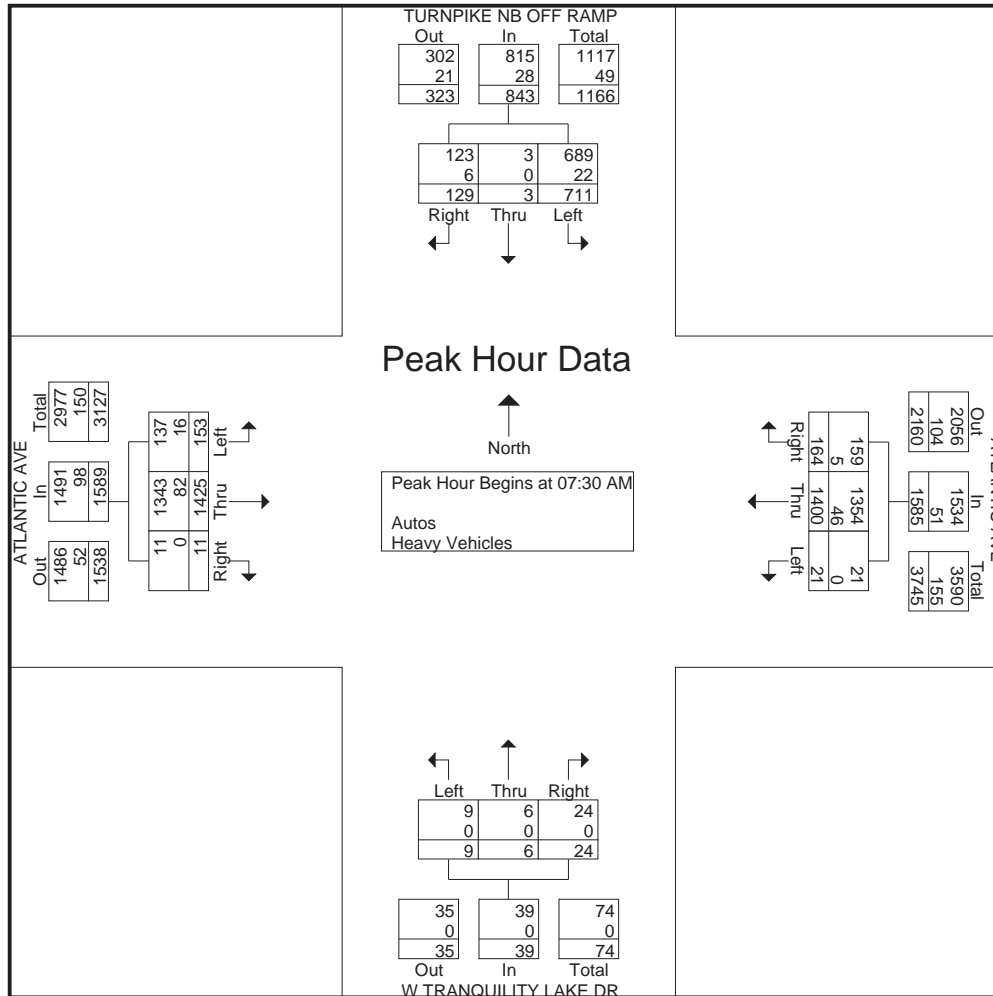
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	354	0	387	9	357	56	422	1	2	7	10	142	0	30	172	991
07:45 AM	45	393	2	440	2	319	34	355	2	1	9	12	197	0	34	231	1038
08:00 AM	24	326	5	355	6	388	45	439	3	1	7	11	160	1	36	197	1002
08:15 AM	51	352	4	407	4	336	29	369	3	2	1	6	212	2	29	243	1025
Total Volume	153	1425	11	1589	21	1400	164	1585	9	6	24	39	711	3	129	843	4056
% App. Total	9.6	89.7	0.7		1.3	88.3	10.3		23.1	15.4	61.5		84.3	0.4	15.3		
PHF	.750	.906	.550	.903	.583	.902	.732	.903	.750	.750	.667	.813	.838	.375	.896	.867	.977
Autos	137	1343	11	1491	21	1354	159	1534	9	6	24	39	689	3	123	815	3879
% Autos	89.5	94.2	100	93.8	100	96.7	97.0	96.8	100	100	100	100	96.9	100	95.3	96.7	95.6
Heavy Vehicles	16	82	0	98	0	46	5	51	0	0	0	0	22	0	6	28	177
% Heavy Vehicles	10.5	5.8	0	6.2	0	3.3	3.0	3.2	0	0	0	0	3.1	0	4.7	3.3	4.4

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Site Code : 00000000
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File Name : Atlantic Ave at Turnpike NB Ramp_09262018
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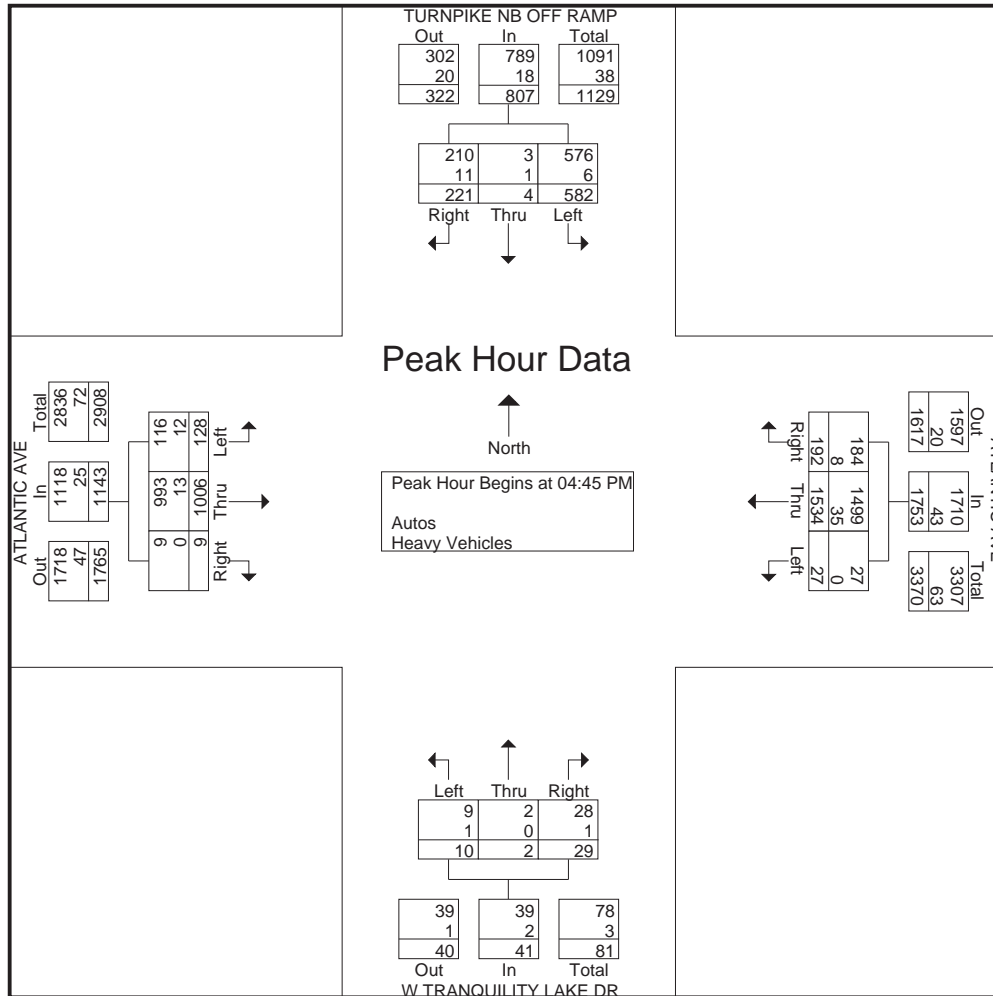
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	40	244	3	287	8	386	33	427	2	1	10	13	136	0	48	184	911
05:00 PM	23	259	0	282	8	371	56	435	2	0	9	11	138	0	63	201	929
05:15 PM	30	253	4	287	5	404	50	459	2	0	3	5	157	3	68	228	979
05:30 PM	35	250	2	287	6	373	53	432	4	1	7	12	151	1	42	194	925
Total Volume	128	1006	9	1143	27	1534	192	1753	10	2	29	41	582	4	221	807	3744
% App. Total	11.2	88	0.8		1.5	87.5	11		24.4	4.9	70.7		72.1	0.5	27.4		
PHF	.800	.971	.563	.996	.844	.949	.857	.955	.625	.500	.725	.788	.927	.333	.813	.885	.956
Autos	116	993	9	1118	27	1499	184	1710	9	2	28	39	576	3	210	789	3656
% Autos	90.6	98.7	100	97.8	100	97.7	95.8	97.5	90.0	100	96.6	95.1	99.0	75.0	95.0	97.8	97.6
Heavy Vehicles	12	13	0	25	0	35	8	43	1	0	1	2	6	1	11	18	88
% Heavy Vehicles	9.4	1.3	0	2.2	0	2.3	4.2	2.5	10.0	0	3.4	4.9	1.0	25.0	5.0	2.2	2.4

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JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
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JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
Start Date : 9/26/2018
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	5	0	6	1	1	1	3	0	0	0	0	1	0	1	2	11
06:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	3	0	0	3	5
06:30 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	1	1	6
06:45 AM	0	6	0	6	0	7	0	7	0	0	0	0	1	0	5	6	19
Total	1	15	0	16	1	11	1	13	0	0	0	0	5	0	7	12	41
07:00 AM	2	10	0	12	0	5	3	8	0	0	1	1	1	0	5	6	27
07:15 AM	0	15	0	15	0	4	3	7	0	0	0	0	5	0	3	8	30
07:30 AM	4	23	0	27	0	12	1	13	0	0	0	0	7	0	1	8	48
07:45 AM	6	22	0	28	0	9	1	10	0	0	0	0	4	0	1	5	43
Total	12	70	0	82	0	30	8	38	0	0	1	1	17	0	10	27	148
08:00 AM	1	15	0	16	0	11	2	13	0	0	0	0	2	0	0	2	31
08:15 AM	5	22	0	27	0	14	1	15	0	0	0	0	9	0	4	13	55
08:30 AM	9	17	0	26	0	13	2	15	0	0	0	0	5	0	6	11	52
08:45 AM	0	16	0	16	1	8	0	9	0	0	0	0	11	0	6	17	42
Total	15	70	0	85	1	46	5	52	0	0	0	0	27	0	16	43	180
*** BREAK ***																	
03:00 PM	6	11	0	17	0	15	1	16	0	0	0	0	1	0	9	10	43
03:15 PM	3	8	0	11	1	19	3	23	0	0	0	0	1	0	4	5	39
03:30 PM	3	4	0	7	0	15	1	16	0	0	0	0	8	0	6	14	37
03:45 PM	4	7	1	12	0	12	2	14	0	0	0	0	2	0	1	3	29
Total	16	30	1	47	1	61	7	69	0	0	0	0	12	0	20	32	148
04:00 PM	7	5	0	12	0	19	4	23	1	0	1	2	2	0	1	3	40
04:15 PM	1	13	0	14	0	11	3	14	0	0	0	0	4	0	3	7	35
04:30 PM	2	3	1	6	0	12	2	14	0	0	1	1	3	0	3	6	27
04:45 PM	4	4	0	8	0	12	2	14	0	0	1	1	3	0	6	9	32
Total	14	25	1	40	0	54	11	65	1	0	3	4	12	0	13	25	134

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File Name : Atlantic Ave at Turnpike NB Ramp_09262018
Site Code : 00000000
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	4	5	0	9	0	6	2	8	0	0	0	0	0	0	2	2	19
05:15 PM	2	4	0	6	0	11	2	13	0	0	0	0	0	1	2	3	22
05:30 PM	2	0	0	2	0	6	2	8	1	0	0	1	3	0	1	4	15
05:45 PM	2	3	0	5	0	6	5	11	0	0	0	0	1	0	1	2	18
Total	10	12	0	22	0	29	11	40	1	0	0	1	4	1	6	11	74
Grand Total	68	222	2	292	3	231	43	277	2	0	4	6	77	1	72	150	725
Apprch %	23.3	76	0.7		1.1	83.4	15.5		33.3	0	66.7		51.3	0.7	48		
Total %	9.4	30.6	0.3	40.3	0.4	31.9	5.9	38.2	0.3	0	0.6	0.8	10.6	0.1	9.9	20.7	

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Site Code : 00000000
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Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					W TRANQUILITY LAKE DR Northbound					TURNPIKE NB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	50	0	0	0	50	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	

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File Name : Atlantic Ave at Turnpike NB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
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Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	11	47	0	58	1	98	7	106	0	0	1	1	29	0	10	39	204
06:15 AM	12	77	0	89	0	158	24	182	2	0	0	2	30	0	18	48	321
06:30 AM	14	111	0	125	1	206	18	225	3	0	2	5	68	0	21	89	444
06:45 AM	20	178	0	198	4	322	19	345	3	1	5	9	75	0	26	101	653
Total	57	413	0	470	6	784	68	858	8	1	8	17	202	0	75	277	1622
07:00 AM	16	202	1	219	0	299	32	331	4	1	7	12	99	0	43	142	704
07:15 AM	43	241	1	285	2	374	39	415	7	2	4	13	106	0	30	136	849
07:30 AM	30	343	2	375	4	338	52	394	4	4	11	19	120	0	28	148	936
07:45 AM	39	329	0	368	6	327	38	371	6	0	7	13	180	0	37	217	969
Total	128	1115	4	1247	12	1338	161	1511	21	7	29	57	505	0	138	643	3458
08:00 AM	38	322	1	361	2	372	42	416	3	2	8	13	183	0	23	206	996
08:15 AM	34	317	1	352	5	353	40	398	2	0	2	4	180	0	22	202	956
08:30 AM	22	320	2	344	0	271	25	296	8	0	7	15	184	0	25	209	864
08:45 AM	34	335	2	371	3	241	36	280	1	0	5	6	135	6	25	166	823
Total	128	1294	6	1428	10	1237	143	1390	14	2	22	38	682	6	95	783	3639
*** BREAK ***																	
03:00 PM	18	255	3	276	10	302	51	363	1	1	12	14	87	1	26	114	767
03:15 PM	36	221	1	258	6	336	50	392	2	0	7	9	87	1	40	128	787
03:30 PM	34	241	1	276	8	293	56	357	0	1	12	13	112	0	49	161	807
03:45 PM	35	297	2	334	10	362	43	415	6	0	4	10	94	1	40	135	894
Total	123	1014	7	1144	34	1293	200	1527	9	2	35	46	380	3	155	538	3255
04:00 PM	32	259	2	293	10	371	47	428	1	4	8	13	104	2	36	142	876
04:15 PM	30	246	1	277	3	356	43	402	1	1	5	7	134	0	48	182	868
04:30 PM	39	247	2	288	3	366	49	418	3	0	2	5	157	1	42	200	911
04:45 PM	21	267	0	288	9	393	54	456	1	0	8	9	178	2	31	211	964
Total	122	1019	5	1146	25	1486	193	1704	6	5	23	34	573	5	157	735	3619

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Groups Printed- Autos - Heavy Vehicles

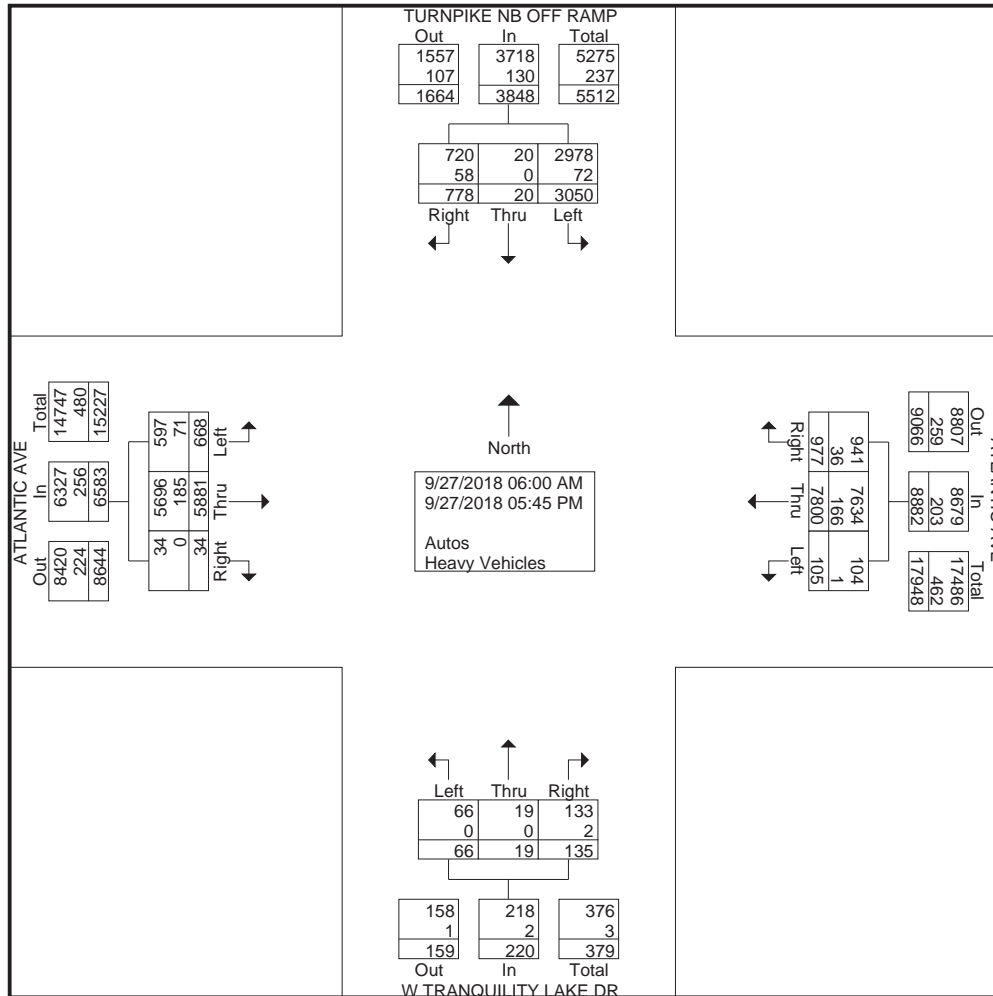
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	28	285	1	314	7	421	58	486	0	0	8	8	190	4	39	233	1041
05:15 PM	25	249	1	275	2	415	62	479	0	1	1	2	226	1	43	270	1026
05:30 PM	31	286	6	323	5	431	39	475	2	0	7	9	139	1	38	178	985
05:45 PM	26	206	4	236	4	395	53	452	6	1	2	9	153	0	38	191	888
Total	110	1026	12	1148	18	1662	212	1892	8	2	18	28	708	6	158	872	3940
Grand Total	668	5881	34	6583	105	7800	977	8882	66	19	135	220	3050	20	778	3848	19533
Apprch %	10.1	89.3	0.5		1.2	87.8	11		30	8.6	61.4		79.3	0.5	20.2		
Total %	3.4	30.1	0.2	33.7	0.5	39.9	5	45.5	0.3	0.1	0.7	1.1	15.6	0.1	4	19.7	
Autos	597	5696	34	6327	104	7634	941	8679	66	19	133	218	2978	20	720	3718	18942
% Autos	89.4	96.9	100	96.1	99	97.9	96.3	97.7	100	100	98.5	99.1	97.6	100	92.5	96.6	97
Heavy Vehicles	71	185	0	256	1	166	36	203	0	0	2	2	72	0	58	130	591
% Heavy Vehicles	10.6	3.1	0	3.9	1	2.1	3.7	2.3	0	0	1.5	0.9	2.4	0	7.5	3.4	3

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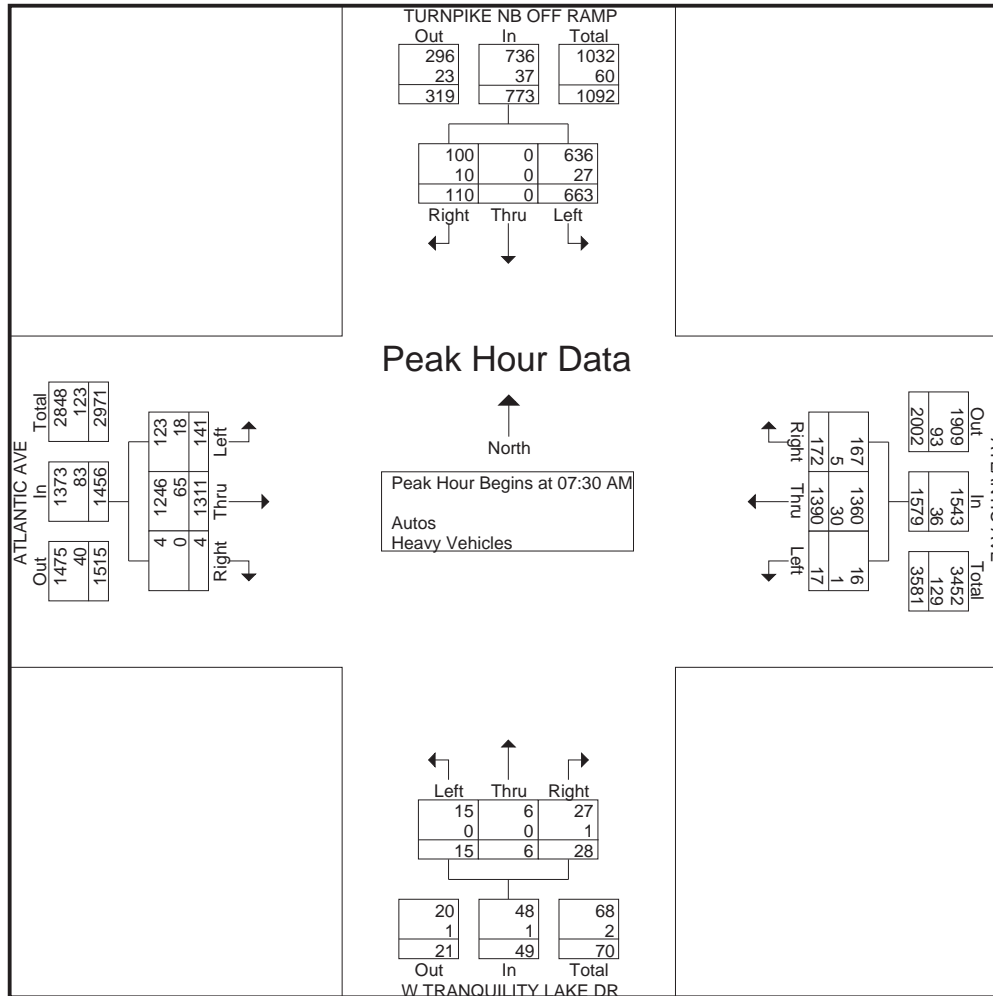
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07:45 AM	39	329	0	368	6	327	38	371	6	0	7	13	180	0	37	217	969
08:00 AM	38	322	1	361	2	372	42	416	3	2	8	13	183	0	23	206	996
08:15 AM	34	317	1	352	5	353	40	398	2	0	2	4	180	0	22	202	956
Total Volume	141	1311	4	1456	17	1390	172	1579	15	6	28	49	663	0	110	773	3857
% App. Total	9.7	90	0.3		1.1	88	10.9		30.6	12.2	57.1		85.8	0	14.2		
PHF	.904	.956	.500	.971	.708	.934	.827	.949	.625	.375	.636	.645	.906	.000	.743	.891	.968
Autos	123	1246	4	1373	16	1360	167	1543	15	6	27	48	636	0	100	736	3700
% Autos	87.2	95.0	100	94.3	94.1	97.8	97.1	97.7	100	100	96.4	98.0	95.9	0	90.9	95.2	95.9
Heavy Vehicles	18	65	0	83	1	30	5	36	0	0	1	1	27	0	10	37	157
% Heavy Vehicles	12.8	5.0	0	5.7	5.9	2.2	2.9	2.3	0	0	3.6	2.0	4.1	0	9.1	4.8	4.1

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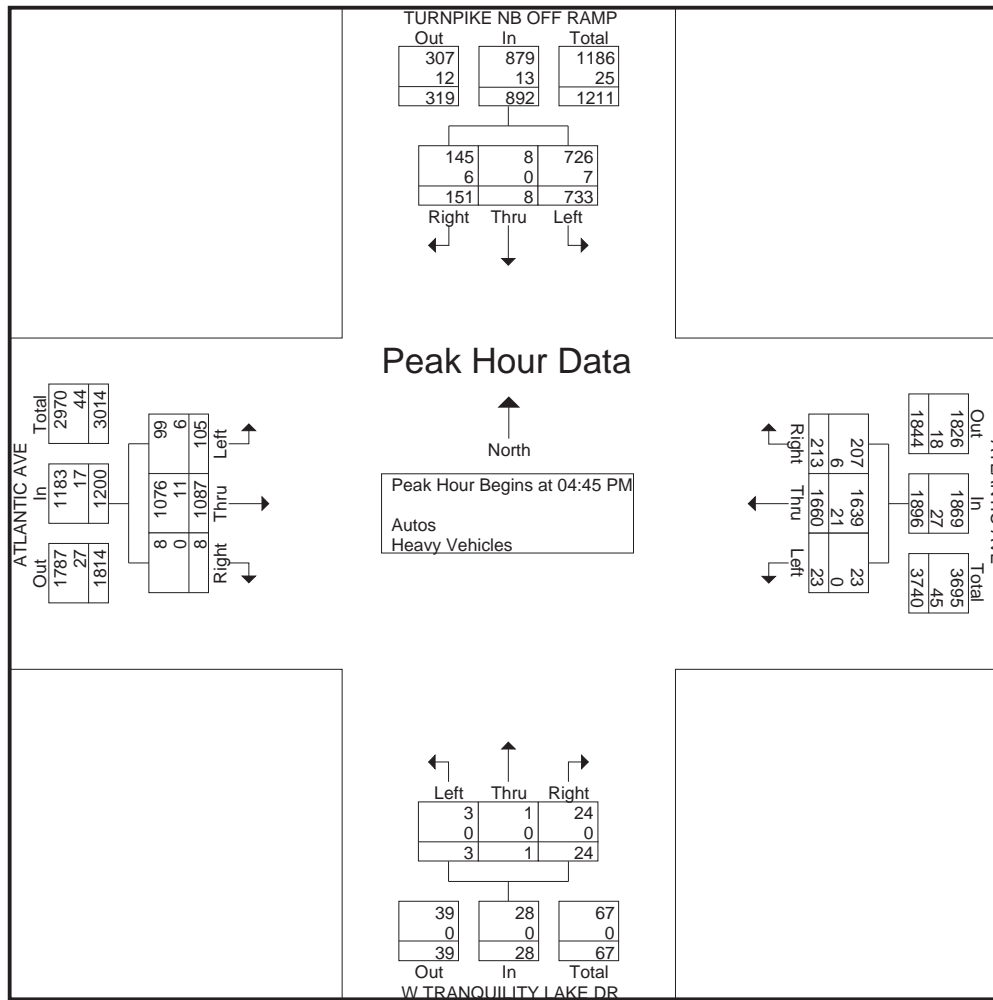
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05:00 PM	28	285	1	314	7	421	58	486	0	0	8	8	190	4	39	233	1041
05:15 PM	25	249	1	275	2	415	62	479	0	1	1	2	226	1	43	270	1026
05:30 PM	31	286	6	323	5	431	39	475	2	0	7	9	139	1	38	178	985
Total Volume	105	1087	8	1200	23	1660	213	1896	3	1	24	28	733	8	151	892	4016
% App. Total	8.8	90.6	0.7		1.2	87.6	11.2		10.7	3.6	85.7		82.2	0.9	16.9		
PHF	.847	.950	.333	.929	.639	.963	.859	.975	.375	.250	.750	.778	.811	.500	.878	.826	.964
Autos	99	1076	8	1183	23	1639	207	1869	3	1	24	28	726	8	145	879	3959
% Autos	94.3	99.0	100	98.6	100	98.7	97.2	98.6	100	100	100	100	99.0	100	96.0	98.5	98.6
Heavy Vehicles	6	11	0	17	0	21	6	27	0	0	0	0	7	0	6	13	57
% Heavy Vehicles	5.7	1.0	0	1.4	0	1.3	2.8	1.4	0	0	0	0	1.0	0	4.0	1.5	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	5	0	5	0	2	0	2	0	0	0	0	0	0	3	3	10
06:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	2	0	0	2	7
06:30 AM	1	4	0	5	0	3	3	6	0	0	0	0	4	0	1	5	16
06:45 AM	2	3	0	5	0	2	1	3	0	0	0	0	3	0	3	6	14
Total	3	15	0	18	0	9	4	13	0	0	0	0	9	0	7	16	47
07:00 AM	1	6	0	7	0	3	1	4	0	0	0	0	4	0	2	6	17
07:15 AM	4	4	0	8	0	6	2	8	0	0	0	0	6	0	8	14	30
07:30 AM	1	15	0	16	1	4	3	8	0	0	0	0	4	0	1	5	29
07:45 AM	8	18	0	26	0	7	1	8	0	0	1	1	7	0	1	8	43
Total	14	43	0	57	1	20	7	28	0	0	1	1	21	0	12	33	119
08:00 AM	7	15	0	22	0	10	0	10	0	0	0	0	7	0	4	11	43
08:15 AM	2	17	0	19	0	9	1	10	0	0	0	0	9	0	4	13	42
08:30 AM	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
08:45 AM	2	15	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	11	67	0	78	0	19	1	20	0	0	0	0	16	0	8	24	122
*** BREAK ***																	
03:00 PM	5	9	0	14	0	10	1	11	0	0	1	1	3	0	3	6	32
03:15 PM	7	9	0	16	0	14	4	18	0	0	0	0	2	0	3	5	39
03:30 PM	8	6	0	14	0	8	2	10	0	0	0	0	6	0	6	12	36
03:45 PM	5	6	0	11	0	16	3	19	0	0	0	0	1	0	1	2	32
Total	25	30	0	55	0	48	10	58	0	0	1	1	12	0	13	25	139
04:00 PM	4	5	0	9	0	21	2	23	0	0	0	0	1	0	2	3	35
04:15 PM	3	7	0	10	0	8	2	10	0	0	0	0	2	0	4	6	26
04:30 PM	3	7	0	10	0	13	4	17	0	0	0	0	4	0	2	6	33
04:45 PM	1	2	0	3	0	9	0	9	0	0	0	0	2	0	4	6	18
Total	11	21	0	32	0	51	8	59	0	0	0	0	9	0	12	21	112

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				W TRANQUILITY LAKE DR Northbound				TURNPIKE NB OFF RAMP Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	5	0	7	0	6	0	6	0	0	0	0	2	0	0	2	15
05:15 PM	1	4	0	5	0	4	5	9	0	0	0	0	1	0	2	3	17
05:30 PM	2	0	0	2	0	2	1	3	0	0	0	0	2	0	0	2	7
05:45 PM	2	0	0	2	0	7	0	7	0	0	0	0	0	0	4	4	13
Total	7	9	0	16	0	19	6	25	0	0	0	0	5	0	6	11	52
Grand Total	71	185	0	256	1	166	36	203	0	0	2	2	72	0	58	130	591
Apprch %	27.7	72.3	0		0.5	81.8	17.7		0	0	100		55.4	0	44.6		
Total %	12	31.3	0	43.3	0.2	28.1	6.1	34.3	0	0	0.3	0.3	12.2	0	9.8	22	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Turnpike NB Ramp_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					W TRANQUILITY LAKE DR Northbound					TURNPIKE NB OFF RAMP Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Grand Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	57	0	58	0	111	5	116	0	0	1	1	11	0	13	24	199
06:15 AM	4	99	0	103	0	180	1	181	2	0	4	6	10	0	20	30	320
06:30 AM	4	157	0	161	0	267	3	270	0	0	5	5	17	0	22	39	475
06:45 AM	6	246	1	253	2	303	11	316	2	0	1	3	22	0	25	47	619
Total	15	559	1	575	2	861	20	883	4	0	11	15	60	0	80	140	1613
07:00 AM	5	255	1	261	2	345	10	357	5	0	4	9	46	0	41	87	714
07:15 AM	15	331	1	347	4	320	16	340	2	0	5	7	47	0	57	104	798
07:30 AM	16	467	0	483	3	352	16	371	2	0	14	16	54	1	46	101	971
07:45 AM	17	507	3	527	3	358	22	383	1	0	6	7	48	0	49	97	1014
Total	53	1560	5	1618	12	1375	64	1451	10	0	29	39	195	1	193	389	3497
08:00 AM	25	511	5	541	3	338	22	363	2	0	7	9	48	1	55	104	1017
08:15 AM	15	451	4	470	5	338	16	359	4	0	18	22	44	1	58	103	954
08:30 AM	27	476	3	506	7	272	21	300	1	0	9	10	56	0	51	107	923
08:45 AM	28	470	3	501	10	286	20	316	4	0	6	10	51	0	27	78	905
Total	95	1908	15	2018	25	1234	79	1338	11	0	40	51	199	2	191	392	3799
*** BREAK ***																	
03:00 PM	17	301	3	321	14	316	21	351	0	0	10	10	15	0	17	32	714
03:15 PM	16	313	4	333	5	342	28	375	5	0	14	19	34	1	23	58	785
03:30 PM	24	333	4	361	14	293	33	340	6	0	4	10	30	0	25	55	766
03:45 PM	27	323	0	350	11	397	39	447	5	0	10	15	18	0	21	39	851
Total	84	1270	11	1365	44	1348	121	1513	16	0	38	54	97	1	86	184	3116
04:00 PM	35	333	5	373	14	361	22	397	1	0	11	12	25	0	33	58	840
04:15 PM	20	301	5	326	11	373	36	420	2	1	8	11	39	0	24	63	820
04:30 PM	34	371	5	410	7	431	34	472	0	0	8	8	27	0	19	46	936
04:45 PM	22	353	6	381	12	394	45	451	3	0	5	8	20	1	21	42	882
Total	111	1358	21	1490	44	1559	137	1740	6	1	32	39	111	1	97	209	3478

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
Start Date : 9/25/2018
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Groups Printed- Autos - Heavy Vehicles

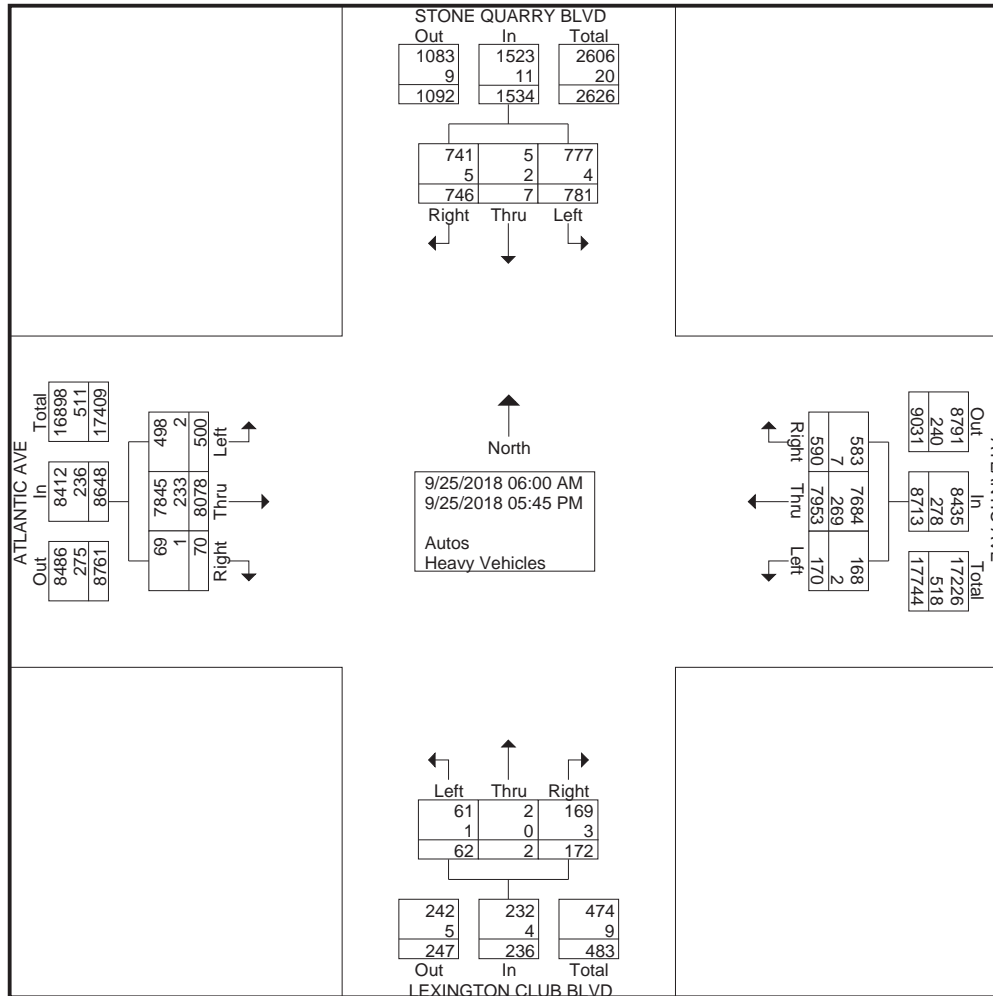
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	36	388	4	428	14	388	39	441	2	0	10	12	24	1	25	50	931
05:15 PM	32	378	3	413	8	408	32	448	7	0	6	13	37	0	30	67	941
05:30 PM	35	338	4	377	12	423	47	482	2	0	4	6	19	0	21	40	905
05:45 PM	39	319	6	364	9	357	51	417	4	1	2	7	39	1	23	63	851
Total	142	1423	17	1582	43	1576	169	1788	15	1	22	38	119	2	99	220	3628
Grand Total	500	8078	70	8648	170	7953	590	8713	62	2	172	236	781	7	746	1534	19131
Apprch %	5.8	93.4	0.8		2	91.3	6.8		26.3	0.8	72.9		50.9	0.5	48.6		
Total %	2.6	42.2	0.4	45.2	0.9	41.6	3.1	45.5	0.3	0	0.9	1.2	4.1	0	3.9	8	
Autos	498	7845	69	8412	168	7684	583	8435	61	2	169	232	777	5	741	1523	18602
% Autos	99.6	97.1	98.6	97.3	98.8	96.6	98.8	96.8	98.4	100	98.3	98.3	99.5	71.4	99.3	99.3	97.2
Heavy Vehicles	2	233	1	236	2	269	7	278	1	0	3	4	4	2	5	11	529
% Heavy Vehicles	0.4	2.9	1.4	2.7	1.2	3.4	1.2	3.2	1.6	0	1.7	1.7	0.5	28.6	0.7	0.7	2.8

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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
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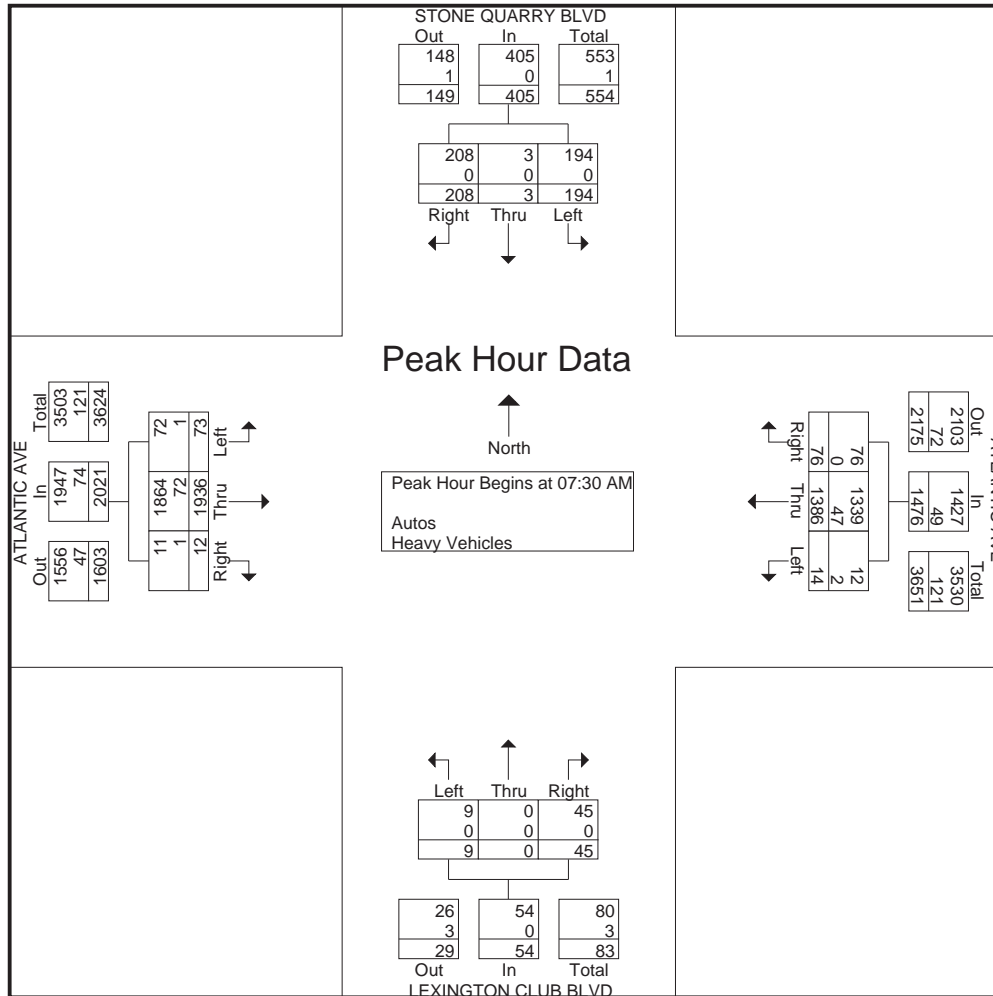


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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
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CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
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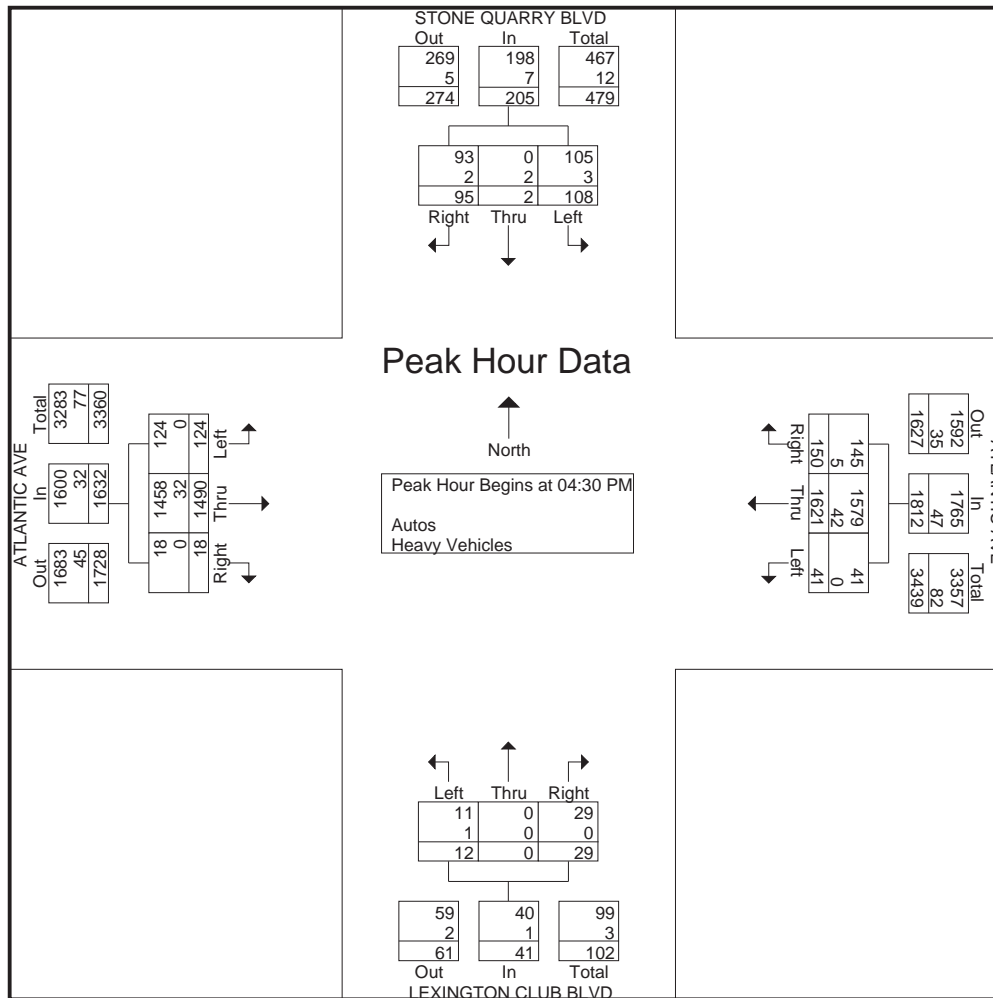
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	371	5	410	7	431	34	472	0	0	8	8	27	0	19	46	936
04:45 PM	22	353	6	381	12	394	45	451	3	0	5	8	20	1	21	42	882
05:00 PM	36	388	4	428	14	388	39	441	2	0	10	12	24	1	25	50	931
05:15 PM	32	378	3	413	8	408	32	448	7	0	6	13	37	0	30	67	941
Total Volume	124	1490	18	1632	41	1621	150	1812	12	0	29	41	108	2	95	205	3690
% App. Total	7.6	91.3	1.1		2.3	89.5	8.3		29.3	0	70.7		52.7	1	46.3		
PHF	.861	.960	.750	.953	.732	.940	.833	.960	.429	.000	.725	.788	.730	.500	.792	.765	.980
Autos	124	1458	18	1600	41	1579	145	1765	11	0	29	40	105	0	93	198	3603
% Autos	100	97.9	100	98.0	100	97.4	96.7	97.4	91.7	0	100	97.6	97.2	0	97.9	96.6	97.6
Heavy Vehicles	0	32	0	32	0	42	5	47	1	0	0	1	3	2	2	7	87
% Heavy Vehicles	0	2.1	0	2.0	0	2.6	3.3	2.6	8.3	0	0	2.4	2.8	100	2.1	3.4	2.4

CTS Engineering, Inc.

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CLIENT: FDOT D4
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CLIENT: FDOT D4
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PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
Start Date : 9/25/2018
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
06:15 AM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
06:30 AM	0	5	0	5	0	3	0	3	0	0	0	0	0	0	0	0	8
06:45 AM	0	13	0	13	0	6	0	6	0	0	0	0	0	0	0	0	19
Total	0	21	0	21	0	15	0	15	0	0	0	0	0	0	0	0	36
07:00 AM	0	7	0	7	0	15	0	15	0	0	0	0	0	0	0	0	22
07:15 AM	0	8	0	8	0	9	0	9	0	0	0	0	0	0	0	0	17
07:30 AM	1	10	0	11	0	6	0	6	0	0	0	0	0	0	0	0	17
07:45 AM	0	19	0	19	2	18	0	20	0	0	0	0	0	0	0	0	39
Total	1	44	0	45	2	48	0	50	0	0	0	0	0	0	0	0	95
08:00 AM	0	21	1	22	0	10	0	10	0	0	0	0	0	0	0	0	32
08:15 AM	0	22	0	22	0	13	0	13	0	0	0	0	0	0	0	0	35
08:30 AM	0	18	0	18	0	13	0	13	0	0	0	0	0	0	1	1	32
08:45 AM	0	27	0	27	0	17	1	18	0	0	0	0	0	0	0	0	45
Total	0	88	1	89	0	53	1	54	0	0	0	0	0	0	1	1	144
*** BREAK ***																	
03:00 PM	0	8	0	8	0	9	0	9	0	0	0	0	0	0	0	0	17
03:15 PM	0	9	0	9	0	17	0	17	0	0	0	0	0	0	1	1	27
03:30 PM	0	8	0	8	0	17	0	17	0	0	0	0	0	0	1	1	26
03:45 PM	0	4	0	4	0	19	0	19	0	0	0	0	0	0	0	0	23
Total	0	29	0	29	0	62	0	62	0	0	0	0	0	0	2	2	93
04:00 PM	0	8	0	8	0	21	0	21	0	0	0	0	0	0	0	0	29
04:15 PM	1	3	0	4	0	16	0	16	0	0	3	3	0	0	0	0	23
04:30 PM	0	8	0	8	0	18	2	20	0	0	0	0	1	0	0	1	29
04:45 PM	0	7	0	7	0	11	2	13	0	0	0	0	0	1	1	2	22
Total	1	26	0	27	0	66	4	70	0	0	3	3	1	1	1	3	103

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
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PROJECT: Atlantic Avenue Pre-PDE
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File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
Start Date : 9/25/2018
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Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	10	0	10	0	7	1	8	0	0	0	0	1	1	1	3	21
05:15 PM	0	7	0	7	0	6	0	6	1	0	0	1	1	0	0	1	15
05:30 PM	0	4	0	4	0	6	1	7	0	0	0	0	0	0	0	0	11
05:45 PM	0	4	0	4	0	6	0	6	0	0	0	0	1	0	0	1	11
Total	0	25	0	25	0	25	2	27	1	0	0	1	3	1	1	5	58
Grand Total	2	233	1	236	2	269	7	278	1	0	3	4	4	2	5	11	529
Apprch %	0.8	98.7	0.4		0.7	96.8	2.5		25	0	75		36.4	18.2	45.5		
Total %	0.4	44	0.2	44.6	0.4	50.9	1.3	52.6	0.2	0	0.6	0.8	0.8	0.4	0.9	2.1	

CTS Engineering, Inc.

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CLIENT: FDOT D4
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PROJECT: Atlantic Avenue Pre-PDE
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File Name : Atlantic Ave at Stone Quarry Blvd_09252018
Site Code : 00000000
Start Date : 9/25/2018
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Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					LEXINGTON CLUB BLVD Northbound					STONE QUARRY BLVD Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
06:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
*** BREAK ***																						
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
*** BREAK ***																						
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
*** BREAK ***																						
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	
Grand Total	1	0	0	0	1	6	0	0	0	6	2	0	0	0	2	0	0	0	0	0	9	
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0			
Total %	11.1	0	0	0	11.1	66.7	0	0	0	66.7	22.2	0	0	0	22.2	0	0	0	0	0		

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	5	60	0	65	2	115	5	122	0	0	2	2	14	0	8	22	211
06:15 AM	8	88	0	96	0	175	6	181	3	0	1	4	13	0	22	35	316
06:30 AM	8	138	0	146	0	222	8	230	2	0	6	8	16	0	25	41	425
06:45 AM	2	240	0	242	0	306	12	318	2	0	2	4	25	0	36	61	625
Total	23	526	0	549	2	818	31	851	7	0	11	18	68	0	91	159	1577
07:00 AM	16	266	1	283	2	326	11	339	0	0	2	2	45	0	38	83	707
07:15 AM	12	352	1	365	3	337	15	355	3	0	5	8	55	0	51	106	834
07:30 AM	21	471	0	492	5	370	17	392	3	0	9	12	63	0	40	103	999
07:45 AM	24	571	5	600	1	325	23	349	3	0	3	6	55	1	46	102	1057
Total	73	1660	7	1740	11	1358	66	1435	9	0	19	28	218	1	175	394	3597
08:00 AM	18	484	3	505	7	386	21	414	5	0	16	21	33	0	58	91	1031
08:15 AM	29	489	6	524	8	337	24	369	1	0	11	12	50	0	58	108	1013
08:30 AM	25	472	0	497	7	285	21	313	3	1	13	17	62	2	51	115	942
08:45 AM	30	476	3	509	10	288	14	312	3	0	12	15	43	0	28	71	907
Total	102	1921	12	2035	32	1296	80	1408	12	1	52	65	188	2	195	385	3893
*** BREAK ***																	
03:00 PM	19	317	1	337	16	313	28	357	3	0	9	12	27	1	31	59	765
03:15 PM	29	292	1	322	16	340	25	381	7	0	6	13	21	0	19	40	756
03:30 PM	21	329	0	350	14	360	29	403	1	0	4	5	32	0	29	61	819
03:45 PM	30	347	5	382	6	356	32	394	4	0	9	13	21	0	29	50	839
Total	99	1285	7	1391	52	1369	114	1535	15	0	28	43	101	1	108	210	3179
04:00 PM	31	366	4	401	13	410	38	461	2	0	8	10	24	0	24	48	920
04:15 PM	29	335	6	370	13	346	27	386	6	0	5	11	34	0	21	55	822
04:30 PM	25	357	6	388	16	430	39	485	2	0	10	12	19	0	32	51	936
04:45 PM	25	359	0	384	13	395	32	440	1	0	3	4	21	0	25	46	874
Total	110	1417	16	1543	55	1581	136	1772	11	0	26	37	98	0	102	200	3552

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

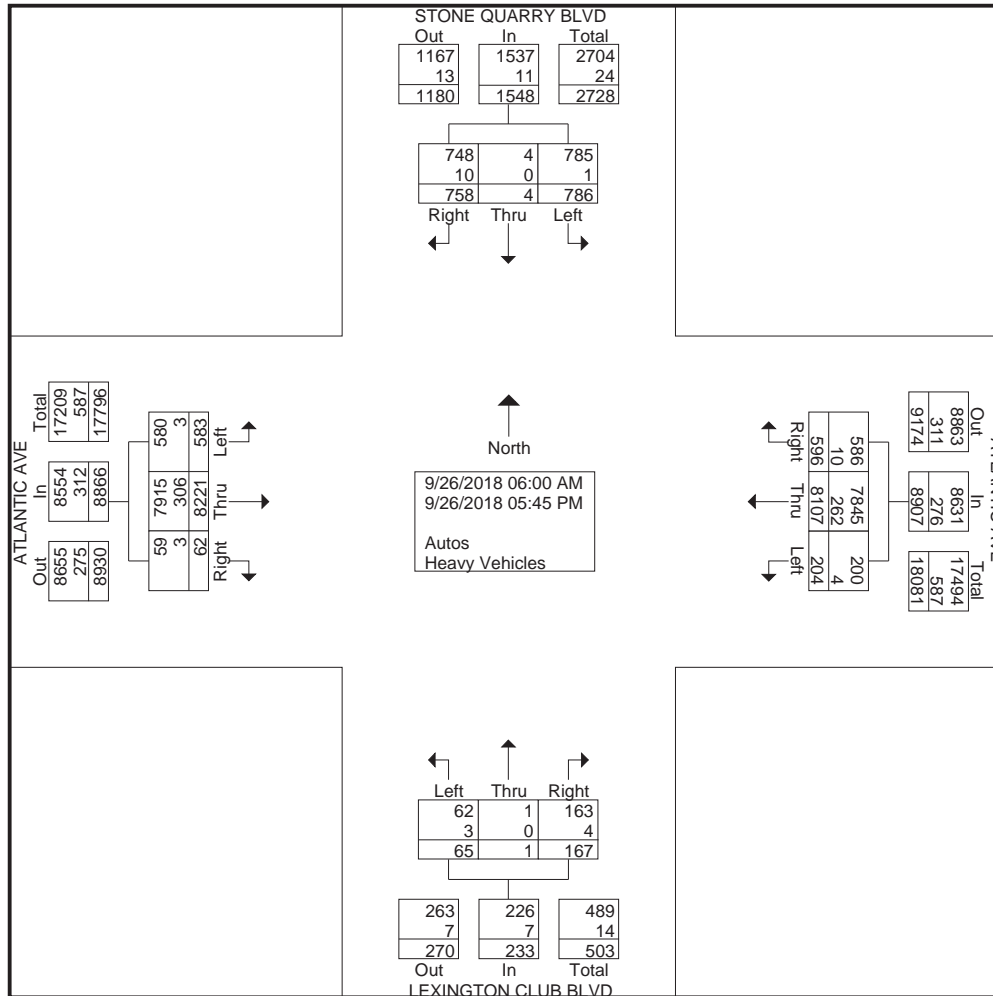
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	35	363	5	403	11	422	34	467	4	0	10	14	23	0	13	36	920
05:15 PM	48	367	3	418	13	435	48	496	2	0	10	12	39	0	25	64	990
05:30 PM	50	349	8	407	12	449	32	493	2	0	5	7	26	0	22	48	955
05:45 PM	43	333	4	380	16	379	55	450	3	0	6	9	25	0	27	52	891
Total	176	1412	20	1608	52	1685	169	1906	11	0	31	42	113	0	87	200	3756
Grand Total	583	8221	62	8866	204	8107	596	8907	65	1	167	233	786	4	758	1548	19554
Apprch %	6.6	92.7	0.7		2.3	91	6.7		27.9	0.4	71.7		50.8	0.3	49		
Total %	3	42	0.3	45.3	1	41.5	3	45.6	0.3	0	0.9	1.2	4	0	3.9	7.9	
Autos	580	7915	59	8554	200	7845	586	8631	62	1	163	226	785	4	748	1537	18948
% Autos	99.5	96.3	95.2	96.5	98	96.8	98.3	96.9	95.4	100	97.6	97	99.9	100	98.7	99.3	96.9
Heavy Vehicles	3	306	3	312	4	262	10	276	3	0	4	7	1	0	10	11	606
% Heavy Vehicles	0.5	3.7	4.8	3.5	2	3.2	1.7	3.1	4.6	0	2.4	3	0.1	0	1.3	0.7	3.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 4

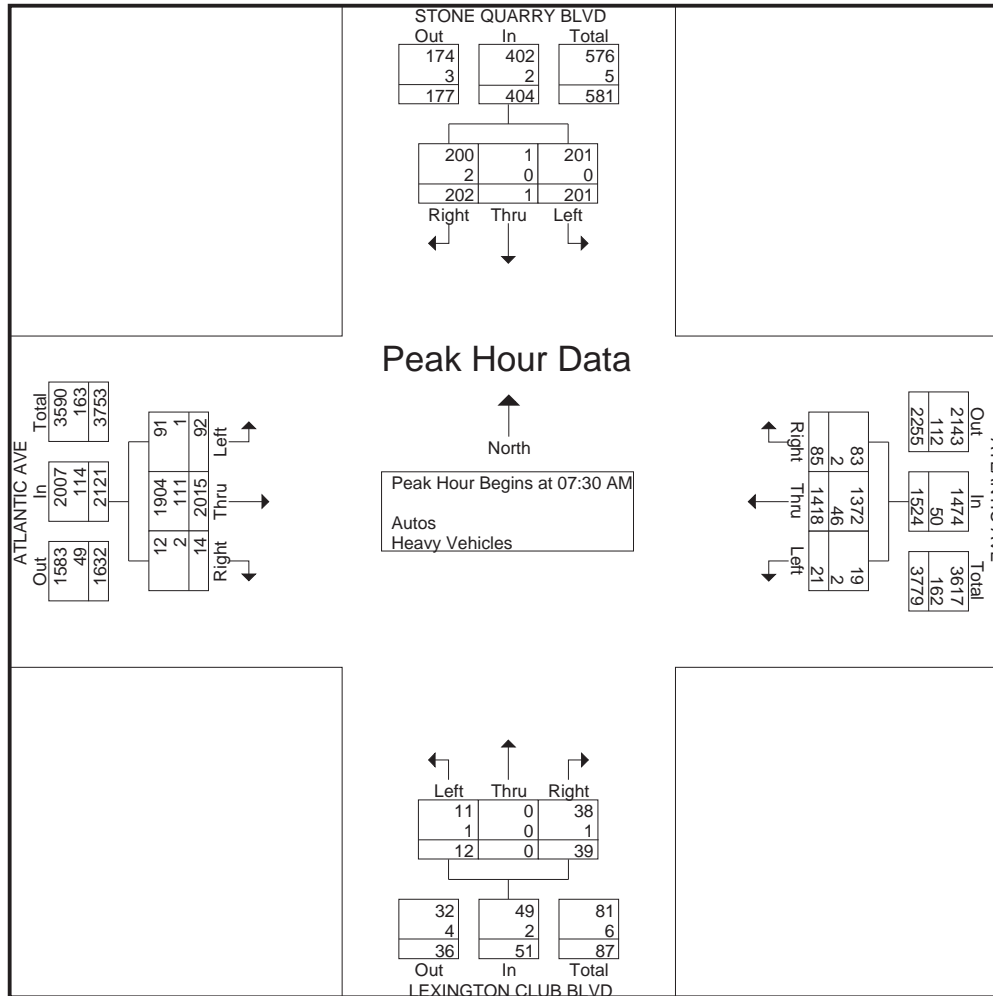
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	471	0	492	5	370	17	392	3	0	9	12	63	0	40	103	999
07:45 AM	24	571	5	600	1	325	23	349	3	0	3	6	55	1	46	102	1057
08:00 AM	18	484	3	505	7	386	21	414	5	0	16	21	33	0	58	91	1031
08:15 AM	29	489	6	524	8	337	24	369	1	0	11	12	50	0	58	108	1013
Total Volume	92	2015	14	2121	21	1418	85	1524	12	0	39	51	201	1	202	404	4100
% App. Total	4.3	95	0.7		1.4	93	5.6		23.5	0	76.5		49.8	0.2	50		
PHF	.793	.882	.583	.884	.656	.918	.885	.920	.600	.000	.609	.607	.798	.250	.871	.935	.970
Autos	91	1904	12	2007	19	1372	83	1474	11	0	38	49	201	1	200	402	3932
% Autos	98.9	94.5	85.7	94.6	90.5	96.8	97.6	96.7	91.7	0	97.4	96.1	100	100	99.0	99.5	95.9
Heavy Vehicles	1	111	2	114	2	46	2	50	1	0	1	2	0	0	2	2	168
% Heavy Vehicles	1.1	5.5	14.3	5.4	9.5	3.2	2.4	3.3	8.3	0	2.6	3.9	0	0	1.0	0.5	4.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 6

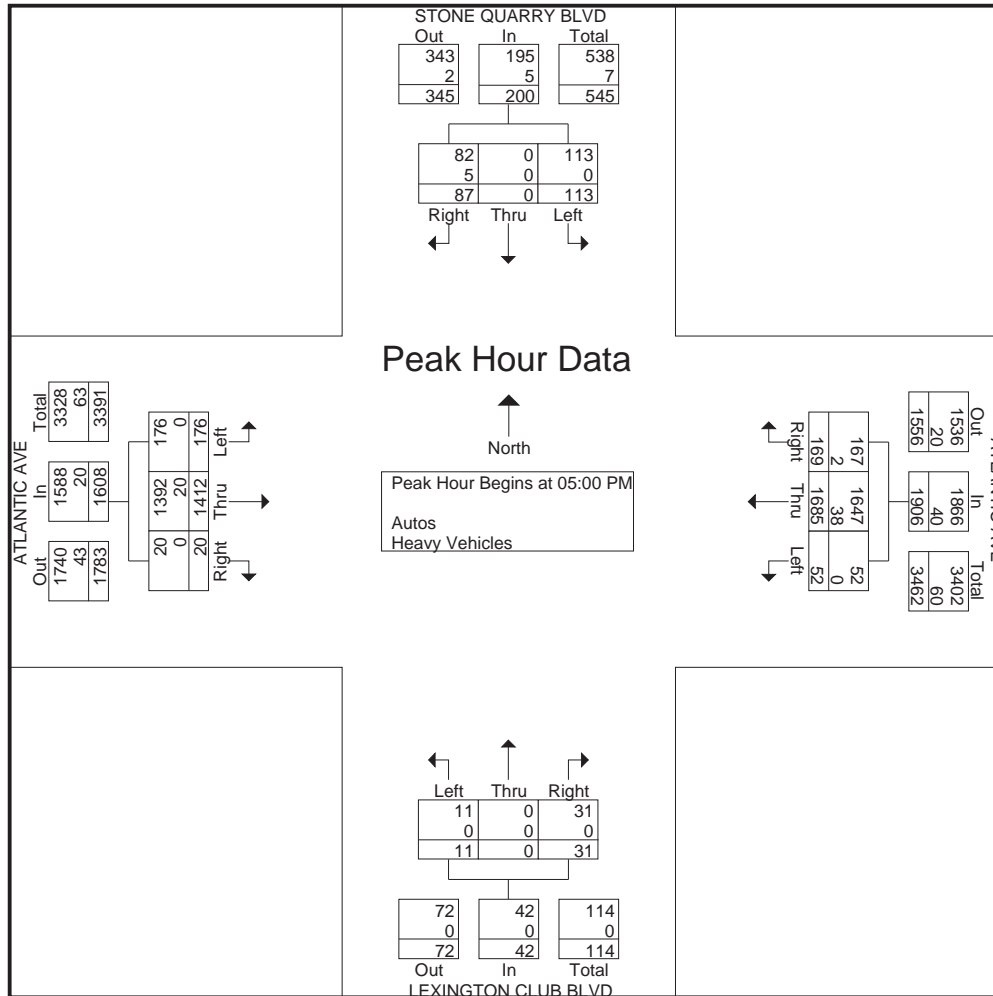
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	363	5	403	11	422	34	467	4	0	10	14	23	0	13	36	920
05:15 PM	48	367	3	418	13	435	48	496	2	0	10	12	39	0	25	64	990
05:30 PM	50	349	8	407	12	449	32	493	2	0	5	7	26	0	22	48	955
05:45 PM	43	333	4	380	16	379	55	450	3	0	6	9	25	0	27	52	891
Total Volume	176	1412	20	1608	52	1685	169	1906	11	0	31	42	113	0	87	200	3756
% App. Total	10.9	87.8	1.2		2.7	88.4	8.9		26.2	0	73.8		56.5	0	43.5		
PHF	.880	.962	.625	.962	.813	.938	.768	.961	.688	.000	.775	.750	.724	.000	.806	.781	.948
Autos	176	1392	20	1588	52	1647	167	1866	11	0	31	42	113	0	82	195	3691
% Autos	100	98.6	100	98.8	100	97.7	98.8	97.9	100	0	100	100	100	0	94.3	97.5	98.3
Heavy Vehicles	0	20	0	20	0	38	2	40	0	0	0	0	0	0	5	5	65
% Heavy Vehicles	0	1.4	0	1.2	0	2.3	1.2	2.1	0	0	0	0	0	0	5.7	2.5	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	6	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
06:15 AM	0	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
06:30 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
06:45 AM	0	4	0	4	0	7	2	9	0	0	0	0	0	0	0	0	13
Total	0	17	0	17	0	13	2	15	0	0	0	0	0	0	0	0	32
07:00 AM	0	12	0	12	0	8	0	8	0	0	0	0	0	0	0	0	20
07:15 AM	0	20	0	20	0	7	0	7	0	0	0	0	0	0	0	0	27
07:30 AM	0	27	0	27	0	11	0	11	0	0	0	0	0	0	1	1	39
07:45 AM	1	27	2	30	0	9	0	9	0	0	0	0	0	0	1	1	40
Total	1	86	2	89	0	35	0	35	0	0	0	0	0	0	2	2	126
08:00 AM	0	24	0	24	0	12	0	12	0	0	1	1	0	0	0	0	37
08:15 AM	0	33	0	33	2	14	2	18	1	0	0	1	0	0	0	0	52
08:30 AM	0	22	0	22	0	16	1	17	0	0	1	1	0	0	1	1	41
08:45 AM	0	28	1	29	0	8	0	8	0	0	1	1	0	0	0	0	38
Total	0	107	1	108	2	50	3	55	1	0	3	4	0	0	1	1	168
*** BREAK ***																	
03:00 PM	0	10	0	10	0	14	0	14	0	0	1	1	0	0	0	0	25
03:15 PM	1	7	0	8	0	24	1	25	0	0	0	0	0	0	0	0	33
03:30 PM	0	10	0	10	0	17	0	17	0	0	0	0	0	0	1	1	28
03:45 PM	0	11	0	11	0	13	0	13	0	0	0	0	0	0	0	0	24
Total	1	38	0	39	0	68	1	69	0	0	1	1	0	0	1	1	110
04:00 PM	0	6	0	6	0	19	0	19	0	0	0	0	0	0	1	1	26
04:15 PM	0	19	0	19	0	14	1	15	0	0	0	0	1	0	0	1	35
04:30 PM	0	6	0	6	2	13	0	15	1	0	0	1	0	0	0	0	22
04:45 PM	1	7	0	8	0	12	1	13	1	0	0	1	0	0	0	0	22
Total	1	38	0	39	2	58	2	62	2	0	0	2	1	0	1	2	105

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	6	0	6	0	9	0	9	0	0	0	0	0	0	0	0	0	15
05:15 PM	0	7	0	7	0	13	2	15	0	0	0	0	0	0	1	1	1	23
05:30 PM	0	3	0	3	0	7	0	7	0	0	0	0	0	0	2	2	2	12
05:45 PM	0	4	0	4	0	9	0	9	0	0	0	0	0	0	2	2	2	15
Total	0	20	0	20	0	38	2	40	0	0	0	0	0	0	5	5	5	65
Grand Total	3	306	3	312	4	262	10	276	3	0	4	7	1	0	10	11	11	606
Apprch %	1	98.1	1		1.4	94.9	3.6		42.9	0	57.1		9.1	0	90.9			
Total %	0.5	50.5	0.5	51.5	0.7	43.2	1.7	45.5	0.5	0	0.7	1.2	0.2	0	1.7	1.8		

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09262018
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					LEXINGTON CLUB BLVD Northbound					STONE QUARRY BLVD Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																						
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	109	3	112	0	105	3	108	12	0	11	23	12	0	11	23	266
06:15 AM	1	165	6	172	1	164	6	171	9	0	17	26	10	0	18	28	397
06:30 AM	0	203	6	209	0	212	6	218	18	0	28	46	17	0	27	44	517
06:45 AM	2	310	14	326	2	310	14	326	28	0	33	61	28	0	33	61	774
Total	3	787	29	819	3	791	29	823	67	0	89	156	67	0	89	156	1954
07:00 AM	2	336	13	351	1	335	13	349	46	0	43	89	46	0	44	90	879
07:15 AM	4	338	14	356	4	337	14	355	55	0	50	105	60	0	50	110	926
07:30 AM	4	366	13	383	4	370	13	387	56	0	46	102	55	0	46	101	973
07:45 AM	3	338	26	367	3	336	30	369	56	0	52	108	56	0	50	106	950
Total	13	1378	66	1457	12	1378	70	1460	213	0	191	404	217	0	190	407	3728
08:00 AM	7	370	25	402	7	365	27	399	37	1	52	90	38	1	55	94	985
08:15 AM	6	342	18	366	8	344	18	370	57	1	51	109	57	1	49	107	952
08:30 AM	5	258	15	278	6	260	13	279	69	1	40	110	67	1	41	109	776
08:45 AM	8	253	18	279	7	254	21	282	42	0	36	78	42	0	34	76	715
Total	26	1223	76	1325	28	1223	79	1330	205	3	179	387	204	3	179	386	3428
*** BREAK ***																	
03:00 PM	19	328	1	348	16	325	31	372	3	0	8	11	20	0	25	45	776
03:15 PM	23	282	0	305	14	379	25	418	2	0	5	7	33	0	25	58	788
03:30 PM	23	326	1	350	11	340	38	389	4	0	10	14	33	0	26	59	812
03:45 PM	33	367	2	402	12	416	30	458	2	1	4	7	28	0	21	49	916
Total	98	1303	4	1405	53	1460	124	1637	11	1	27	39	114	0	97	211	3292
04:00 PM	32	341	6	379	7	402	29	438	3	0	11	14	23	0	27	50	881
04:15 PM	20	331	0	351	3	402	32	437	2	0	6	8	40	1	24	65	861
04:30 PM	38	352	1	391	17	406	37	460	1	0	8	9	29	0	21	50	910
04:45 PM	34	396	3	433	9	423	48	480	5	0	8	13	35	0	25	60	986
Total	124	1420	10	1554	36	1633	146	1815	11	0	33	44	127	1	97	225	3638

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

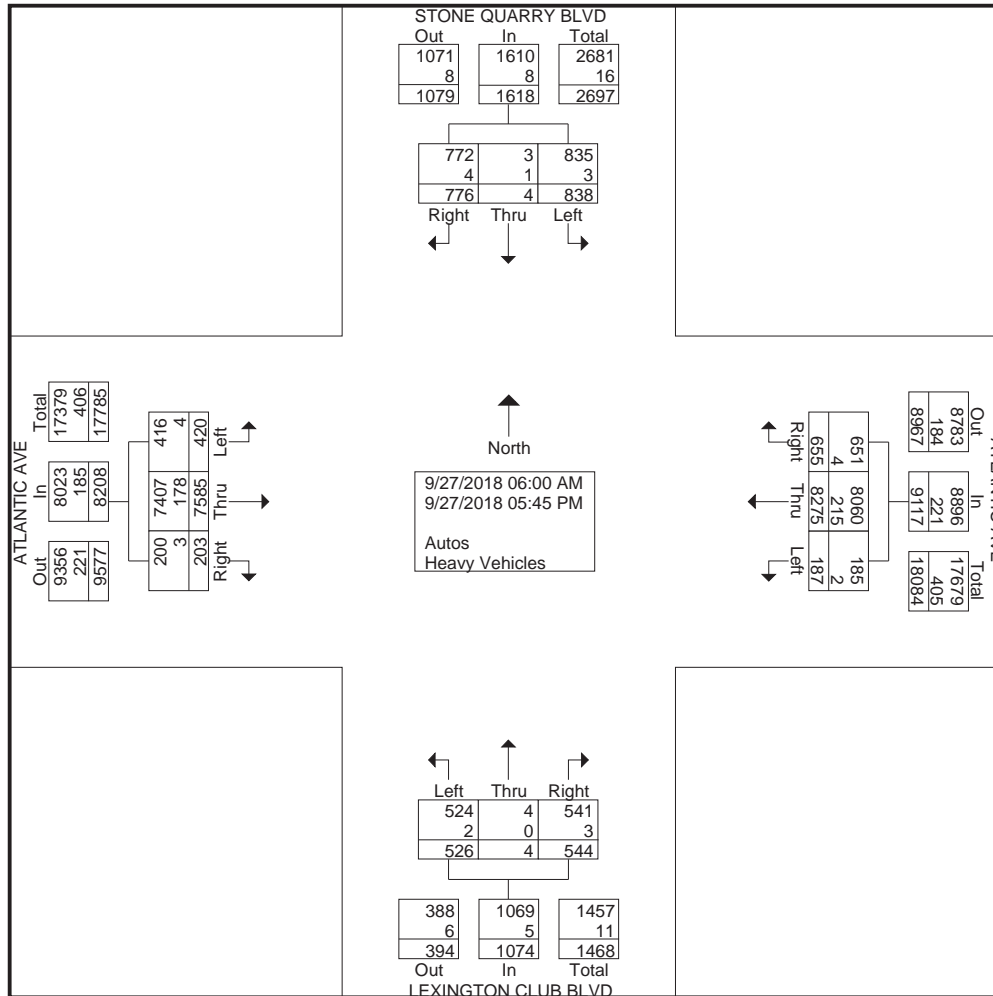
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	28	410	5	443	13	465	34	512	8	0	7	15	22	0	34	56	1026
05:15 PM	38	367	4	409	7	437	62	506	5	0	12	17	30	0	36	66	998
05:30 PM	40	391	5	436	22	464	57	543	5	0	1	6	17	0	28	45	1030
05:45 PM	50	306	4	360	13	424	54	491	1	0	5	6	40	0	26	66	923
Total	156	1474	18	1648	55	1790	207	2052	19	0	25	44	109	0	124	233	3977
Grand Total	420	7585	203	8208	187	8275	655	9117	526	4	544	1074	838	4	776	1618	20017
Apprch %	5.1	92.4	2.5		2.1	90.8	7.2		49	0.4	50.7		51.8	0.2	48		
Total %	2.1	37.9	1	41	0.9	41.3	3.3	45.5	2.6	0	2.7	5.4	4.2	0	3.9	8.1	
Autos	416	7407	200	8023	185	8060	651	8896	524	4	541	1069	835	3	772	1610	19598
% Autos	99	97.7	98.5	97.7	98.9	97.4	99.4	97.6	99.6	100	99.4	99.5	99.6	75	99.5	99.5	97.9
Heavy Vehicles	4	178	3	185	2	215	4	221	2	0	3	5	3	1	4	8	419
% Heavy Vehicles	1	2.3	1.5	2.3	1.1	2.6	0.6	2.4	0.4	0	0.6	0.5	0.4	25	0.5	0.5	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

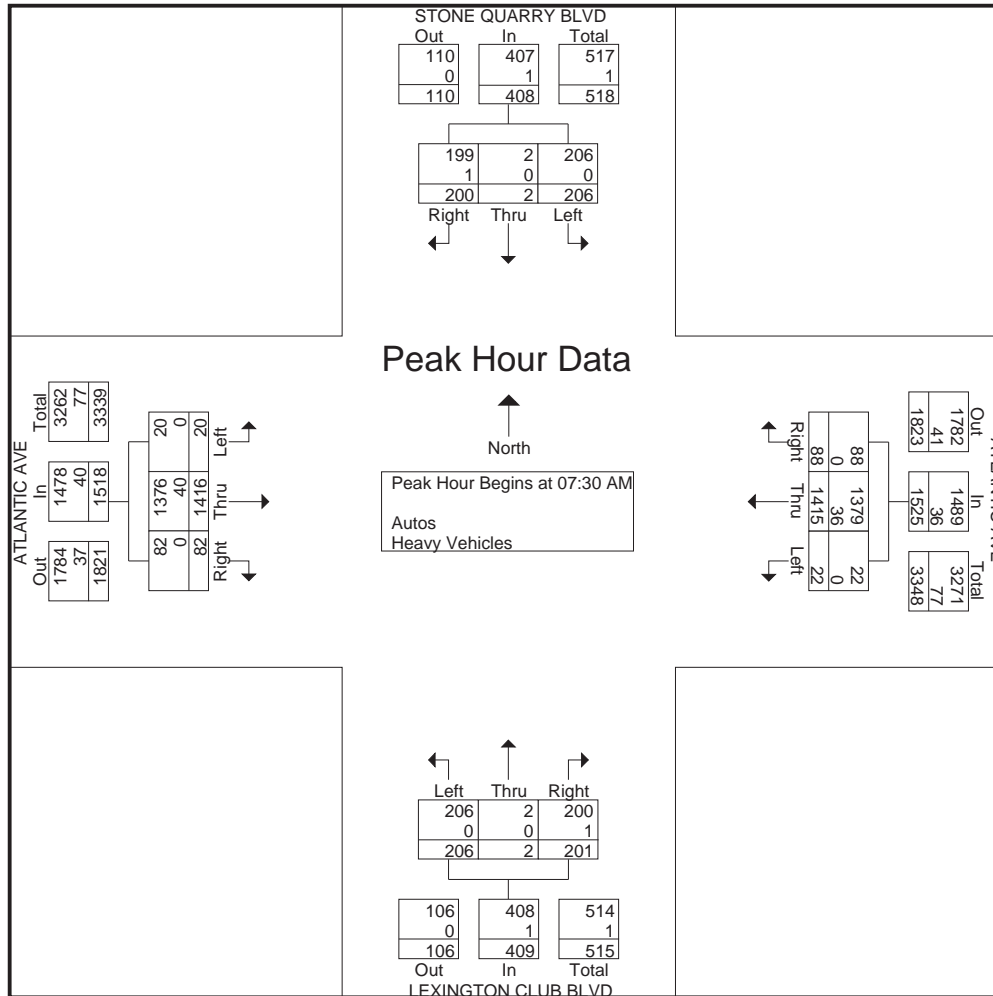
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	366	13	383	4	370	13	387	56	0	46	102	55	0	46	101	973
07:45 AM	3	338	26	367	3	336	30	369	56	0	52	108	56	0	50	106	950
08:00 AM	7	370	25	402	7	365	27	399	37	1	52	90	38	1	55	94	985
08:15 AM	6	342	18	366	8	344	18	370	57	1	51	109	57	1	49	107	952
Total Volume	20	1416	82	1518	22	1415	88	1525	206	2	201	409	206	2	200	408	3860
% App. Total	1.3	93.3	5.4		1.4	92.8	5.8		50.4	0.5	49.1		50.5	0.5	49		
PHF	.714	.957	.788	.944	.688	.956	.733	.956	.904	.500	.966	.938	.904	.500	.909	.953	.980
Autos	20	1376	82	1478	22	1379	88	1489	206	2	200	408	206	2	199	407	3782
% Autos	100	97.2	100	97.4	100	97.5	100	97.6	100	100	99.5	99.8	100	100	99.5	99.8	98.0
Heavy Vehicles	0	40	0	40	0	36	0	36	0	0	1	1	0	0	1	1	78
% Heavy Vehicles	0	2.8	0	2.6	0	2.5	0	2.4	0	0	0.5	0.2	0	0	0.5	0.2	2.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 6

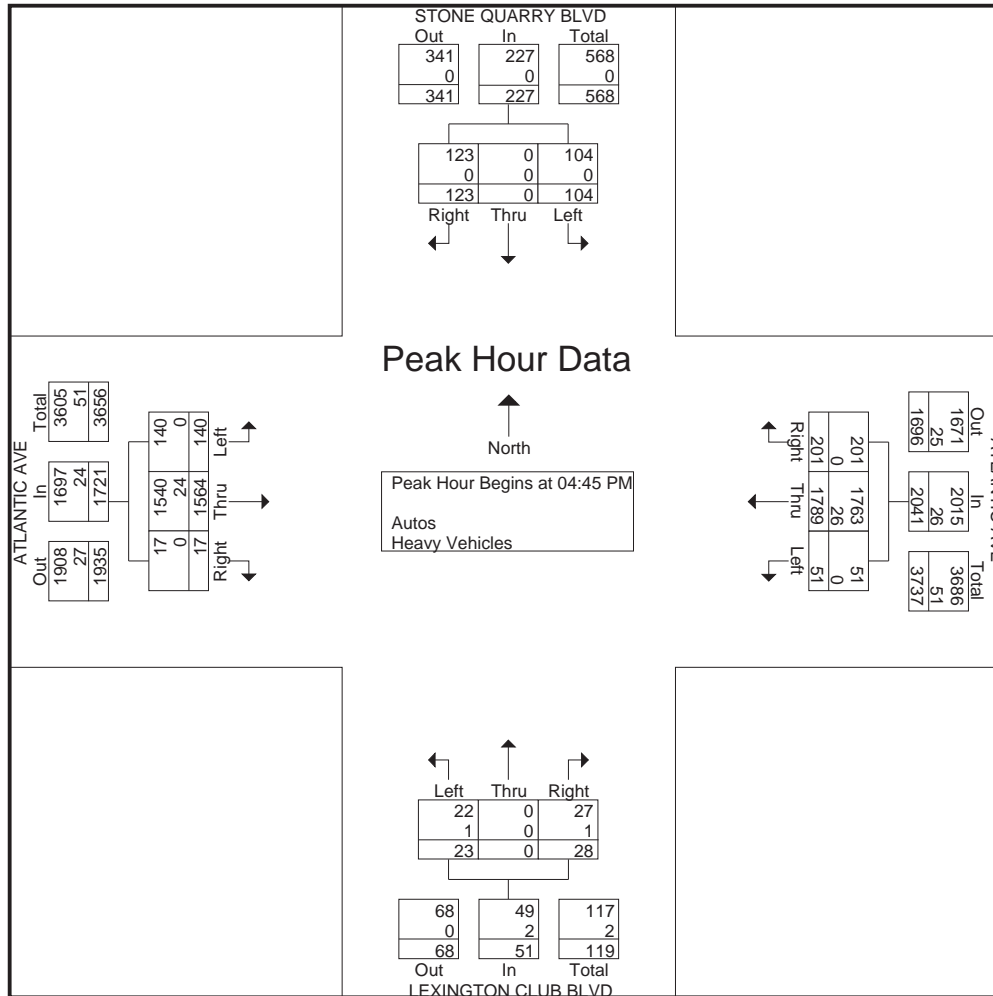
Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	34	396	3	433	9	423	48	480	5	0	8	13	35	0	25	60	986
05:00 PM	28	410	5	443	13	465	34	512	8	0	7	15	22	0	34	56	1026
05:15 PM	38	367	4	409	7	437	62	506	5	0	12	17	30	0	36	66	998
05:30 PM	40	391	5	436	22	464	57	543	5	0	1	6	17	0	28	45	1030
Total Volume	140	1564	17	1721	51	1789	201	2041	23	0	28	51	104	0	123	227	4040
% App. Total	8.1	90.9	1		2.5	87.7	9.8		45.1	0	54.9		45.8	0	54.2		
PHF	.875	.954	.850	.971	.580	.962	.810	.940	.719	.000	.583	.750	.743	.000	.854	.860	.981
Autos	140	1540	17	1697	51	1763	201	2015	22	0	27	49	104	0	123	227	3988
% Autos	100	98.5	100	98.6	100	98.5	100	98.7	95.7	0	96.4	96.1	100	0	100	100	98.7
Heavy Vehicles	0	24	0	24	0	26	0	26	1	0	1	2	0	0	0	0	52
% Heavy Vehicles	0	1.5	0	1.4	0	1.5	0	1.3	4.3	0	3.6	3.9	0	0	0	0	1.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
06:15 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
06:30 AM	0	5	0	5	0	4	0	4	0	0	1	1	0	0	1	1	11
06:45 AM	0	5	1	6	0	5	1	6	0	0	0	0	0	0	0	0	12
Total	0	14	2	16	0	11	2	13	0	0	1	1	0	0	1	1	31
07:00 AM	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	14
07:15 AM	1	5	0	6	1	5	0	6	0	0	0	0	0	0	0	0	12
07:30 AM	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0	20
07:45 AM	0	8	0	8	0	8	0	8	0	0	1	1	0	0	1	1	18
Total	1	30	0	31	1	30	0	31	0	0	1	1	0	0	1	1	64
08:00 AM	0	10	0	10	0	9	0	9	0	0	0	0	0	0	0	0	19
08:15 AM	0	12	0	12	0	9	0	9	0	0	0	0	0	0	0	0	21
08:30 AM	1	11	0	12	1	10	0	11	0	0	0	0	0	0	0	0	23
08:45 AM	0	12	0	12	0	12	0	12	0	0	0	0	0	0	0	0	24
Total	1	45	0	46	1	40	0	41	0	0	0	0	0	0	0	0	87
*** BREAK ***																	
03:00 PM	0	14	0	14	0	9	0	9	0	0	0	0	0	0	0	0	23
03:15 PM	0	10	0	10	0	17	0	17	0	0	0	0	1	0	1	2	29
03:30 PM	1	11	0	12	0	11	1	12	0	0	0	0	0	0	0	0	24
03:45 PM	0	4	0	4	0	22	1	23	1	0	0	1	1	0	0	1	29
Total	1	39	0	40	0	59	2	61	1	0	0	1	2	0	1	3	105
04:00 PM	1	5	1	7	0	20	0	20	0	0	0	0	0	0	0	0	27
04:15 PM	0	9	0	9	0	8	0	8	0	0	0	0	0	1	1	2	19
04:30 PM	0	11	0	11	0	15	0	15	0	0	0	0	1	0	0	1	27
04:45 PM	0	7	0	7	0	7	0	7	0	0	1	1	0	0	0	0	15
Total	1	32	1	34	0	50	0	50	0	0	1	1	1	1	1	3	88

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	ATLANTIC AVE Eastbound				ATLANTIC AVE Westbound				LEXINGTON CLUB BLVD Northbound				STONE QUARRY BLVD Southbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	8	0	8	0	7	0	7	0	0	0	0	0	0	0	0	0	15
05:15 PM	0	4	0	4	0	8	0	8	0	0	0	0	0	0	0	0	0	12
05:30 PM	0	5	0	5	0	4	0	4	1	0	0	1	0	0	0	0	0	10
05:45 PM	0	1	0	1	0	6	0	6	0	0	0	0	0	0	0	0	0	7
Total	0	18	0	18	0	25	0	25	1	0	0	1	0	0	0	0	0	44
Grand Total	4	178	3	185	2	215	4	221	2	0	3	5	3	1	4	8		419
Apprch %	2.2	96.2	1.6		0.9	97.3	1.8		40	0	60		37.5	12.5	50			
Total %	1	42.5	0.7	44.2	0.5	51.3	1	52.7	0.5	0	0.7	1.2	0.7	0.2	1	1.9		

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : Atlantic Ave at Stone Quarry Blvd_09272018
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	ATLANTIC AVE Eastbound					ATLANTIC AVE Westbound					LEXINGTON CLUB BLVD Northbound					STONE QUARRY BLVD Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
06:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0
*** BREAK ***																					
07:45 AM	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
Total	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
Grand Total	7	0	0	0	7	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	0
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	46.7	0	0	0	46.7	46.7	0	0	0	46.7	6.7	0	0	0	6.7	0	0	0	0	0	0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	4	4	61	0	69	0	0	92	1	93	0	0	0	0	0	1	6	0	23	30	192
06:15 AM	1	13	99	0	113	0	0	138	5	143	0	0	0	0	0	0	14	0	36	50	306
06:30 AM	3	29	163	0	195	0	0	208	5	213	0	0	0	0	0	0	19	0	70	89	497
06:45 AM	3	33	221	0	257	0	0	215	8	223	0	0	0	0	0	0	27	0	78	105	585
Total	11	79	544	0	634	0	0	653	19	672	0	0	0	0	0	1	66	0	207	274	1580
07:00 AM	2	24	275	0	301	0	0	251	10	261	0	0	0	0	0	0	25	0	95	120	682
07:15 AM	5	42	357	0	404	0	0	256	10	266	0	0	0	0	0	0	31	0	102	133	803
07:30 AM	2	116	326	0	444	0	0	224	14	238	0	0	0	0	0	1	63	0	113	177	859
07:45 AM	2	72	554	0	628	0	0	276	20	296	0	0	0	0	0	0	45	0	119	164	1088
Total	11	254	1512	0	1777	0	0	1007	54	1061	0	0	0	0	0	1	164	0	429	594	3432
08:00 AM	6	74	478	0	558	0	0	239	9	248	0	0	0	0	0	0	51	0	113	164	970
08:15 AM	3	68	442	0	513	0	0	229	14	243	0	0	0	0	0	1	52	0	75	128	884
08:30 AM	8	74	494	0	576	0	0	225	12	237	0	0	0	0	0	1	44	0	80	125	938
08:45 AM	6	77	446	0	529	0	0	187	25	212	0	0	0	0	0	1	57	0	99	157	898
Total	23	293	1860	0	2176	0	0	880	60	940	0	0	0	0	0	3	204	0	367	574	3690
*** BREAK ***																					
03:00 PM	1	69	247	0	317	0	0	285	28	313	0	0	0	0	0	2	40	0	56	98	728
03:15 PM	4	97	298	0	399	0	0	290	36	326	0	0	0	0	0	0	54	0	92	146	871
03:30 PM	4	83	259	0	346	0	0	278	29	307	0	0	0	0	0	0	39	0	71	110	763
03:45 PM	1	72	261	0	334	0	0	314	31	345	0	0	0	0	0	2	47	0	91	140	819
Total	10	321	1065	0	1396	0	0	1167	124	1291	0	0	0	0	0	4	180	0	310	494	3181
04:00 PM	7	86	279	0	372	0	0	301	32	333	0	0	0	0	0	0	35	0	92	127	832
04:15 PM	1	88	223	0	312	0	0	388	35	423	0	0	0	0	0	2	25	0	71	98	833
04:30 PM	3	97	294	0	394	0	0	346	33	379	0	0	0	0	0	0	32	0	94	126	899
04:45 PM	7	112	276	0	395	0	0	355	31	386	0	0	0	0	0	1	35	0	62	98	879
Total	18	383	1072	0	1473	0	0	1390	131	1521	0	0	0	0	0	3	127	0	319	449	3443

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

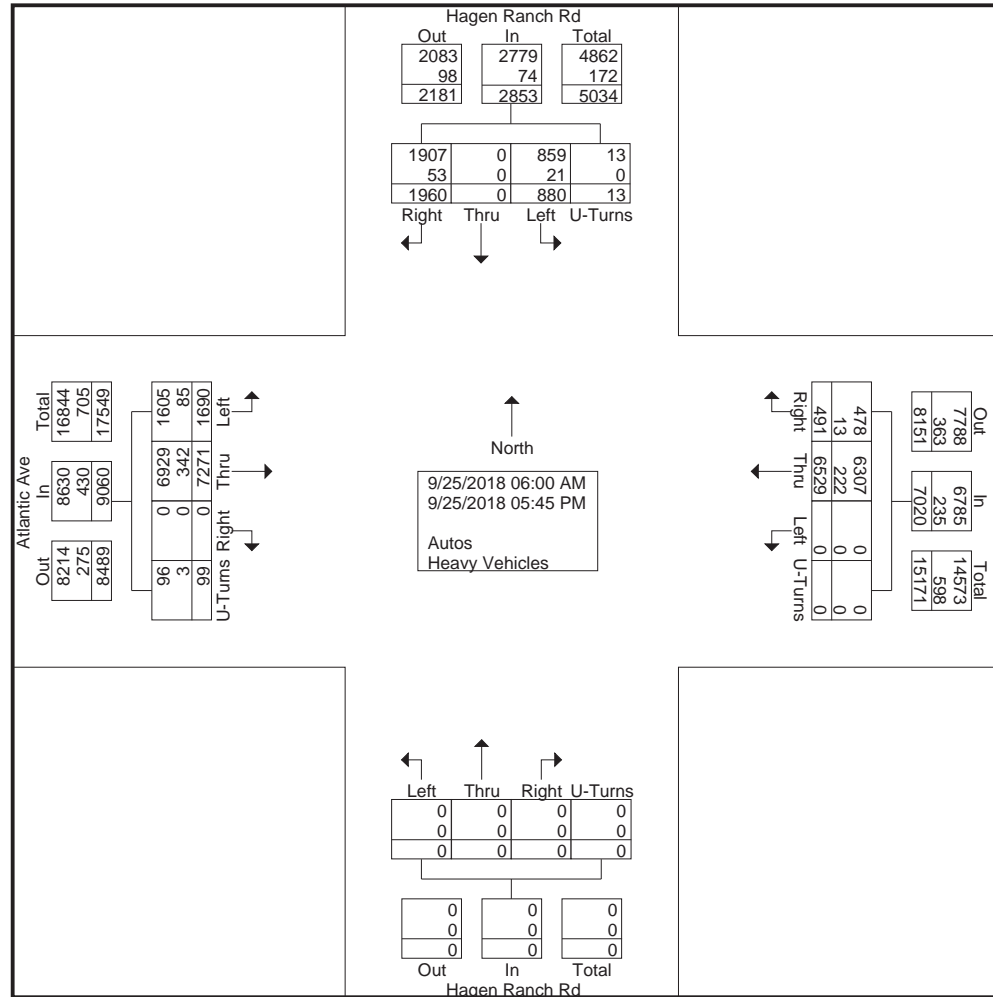
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	7	92	338	0	437	0	0	412	33	445	0	0	0	0	0	0	27	0	86	113	995
05:15 PM	4	88	325	0	417	0	0	325	21	346	0	0	0	0	0	1	26	0	94	121	884
05:30 PM	3	79	254	0	336	0	0	341	25	366	0	0	0	0	0	0	54	0	87	141	843
05:45 PM	12	101	301	0	414	0	0	354	24	378	0	0	0	0	0	0	32	0	61	93	885
Total	26	360	1218	0	1604	0	0	1432	103	1535	0	0	0	0	0	1	139	0	328	468	3607
Grand Total	99	1690	7271	0	9060	0	0	6529	491	7020	0	0	0	0	0	13	880	0	1960	2853	18933
Apprch %	1.1	18.7	80.3	0		0	0	93	7		0	0	0	0		0.5	30.8	0	68.7		
Total %	0.5	8.9	38.4	0	47.9	0	0	34.5	2.6	37.1	0	0	0	0	0	0.1	4.6	0	10.4	15.1	
Autos	96	1605	6929	0	8630	0	0	6307	478	6785	0	0	0	0	0	13	859	0	1907	2779	18194
% Autos	97	95	95.3	0	95.3	0	0	96.6	97.4	96.7	0	0	0	0	0	100	97.6	0	97.3	97.4	96.1
Heavy Vehicles	3	85	342	0	430	0	0	222	13	235	0	0	0	0	0	0	21	0	53	74	739
% Heavy Vehicles	3	5	4.7	0	4.7	0	0	3.4	2.6	3.3	0	0	0	0	0	0	2.4	0	2.7	2.6	3.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

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JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 4

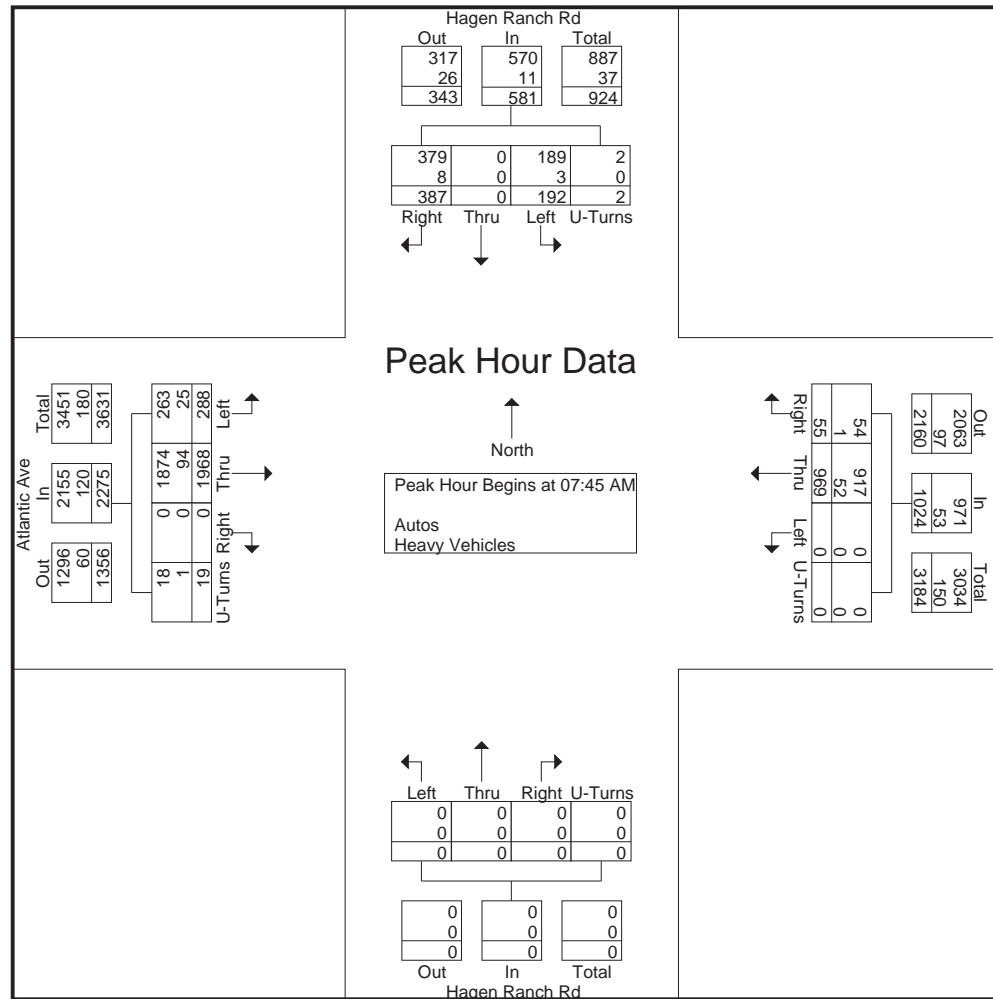
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	72	554	0	628	0	0	276	20	296	0	0	0	0	0	0	45	0	119	164	1088
08:00 AM	6	74	478	0	558	0	0	239	9	248	0	0	0	0	0	0	51	0	113	164	970
08:15 AM	3	68	442	0	513	0	0	229	14	243	0	0	0	0	0	1	52	0	75	128	884
08:30 AM	8	74	494	0	576	0	0	225	12	237	0	0	0	0	0	1	44	0	80	125	938
Total Volume	19	288	1968	0	2275	0	0	969	55	1024	0	0	0	0	0	2	192	0	387	581	3880
% App. Total	0.8	12.7	86.5	0		0	0	94.6	5.4		0	0	0	0		0.3	33	0	66.6		
PHF	.594	.973	.888	.000	.906	.000	.000	.878	.688	.865	.000	.000	.000	.000	.000	.500	.923	.000	.813	.886	.892
Autos	18	263	1874	0	2155	0	0	917	54	971	0	0	0	0	0	2	189	0	379	570	3696
% Autos	94.7	91.3	95.2	0	94.7	0	0	94.6	98.2	94.8	0	0	0	0	0	100	98.4	0	97.9	98.1	95.3
Heavy Vehicles	1	25	94	0	120	0	0	52	1	53	0	0	0	0	0	0	3	0	8	11	184
% Heavy Vehicles	5.3	8.7	4.8	0	5.3	0	0	5.4	1.8	5.2	0	0	0	0	0	0	1.6	0	2.1	1.9	4.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
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File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

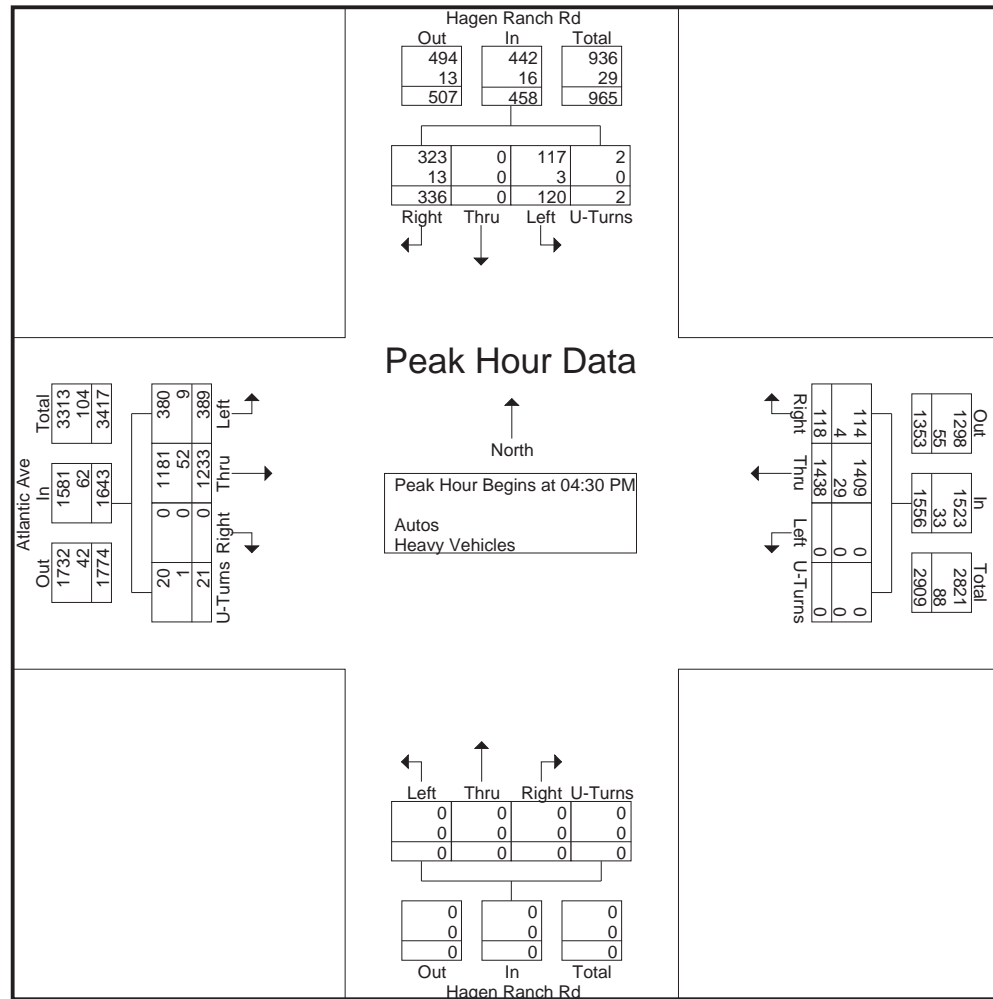
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	97	294	0	394	0	0	346	33	379	0	0	0	0	0	0	32	0	94	126	899
04:45 PM	7	112	276	0	395	0	0	355	31	386	0	0	0	0	0	1	35	0	62	98	879
05:00 PM	7	92	338	0	437	0	0	412	33	445	0	0	0	0	0	0	27	0	86	113	995
05:15 PM	4	88	325	0	417	0	0	325	21	346	0	0	0	0	0	1	26	0	94	121	884
Total Volume	21	389	1233	0	1643	0	0	1438	118	1556	0	0	0	0	0	2	120	0	336	458	3657
% App. Total	1.3	23.7	75	0		0	0	92.4	7.6		0	0	0	0		0.4	26.2	0	73.4		
PHF	.750	.868	.912	.000	.940	.000	.000	.873	.894	.874	.000	.000	.000	.000	.000	.500	.857	.000	.894	.909	.919
Autos	20	380	1181	0	1581	0	0	1409	114	1523	0	0	0	0	0	2	117	0	323	442	3546
% Autos	95.2	97.7	95.8	0	96.2	0	0	98.0	96.6	97.9	0	0	0	0	0	100	97.5	0	96.1	96.5	97.0
Heavy Vehicles	1	9	52	0	62	0	0	29	4	33	0	0	0	0	0	0	3	0	13	16	111
% Heavy Vehicles	4.8	2.3	4.2	0	3.8	0	0	2.0	3.4	2.1	0	0	0	0	0	0	2.5	0	3.9	3.5	3.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
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File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	1	0	1	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	4	0	4	0	0	9	0	9	0	0	0	0	0	0	1	0	1	2	15
06:30 AM	0	0	6	0	6	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	13
06:45 AM	0	4	9	0	13	0	0	7	0	7	0	0	0	0	0	0	0	0	2	2	22
Total	0	4	20	0	24	0	0	31	0	31	0	0	0	0	0	0	2	0	4	6	61
07:00 AM	0	2	12	0	14	0	0	12	1	13	0	0	0	0	0	0	1	0	1	2	29
07:15 AM	1	1	13	0	15	0	0	7	1	8	0	0	0	0	0	0	1	0	1	2	25
07:30 AM	0	4	15	0	19	0	0	4	3	7	0	0	0	0	0	0	1	0	3	4	30
07:45 AM	0	6	23	0	29	0	0	16	0	16	0	0	0	0	0	0	0	0	3	3	48
Total	1	13	63	0	77	0	0	39	5	44	0	0	0	0	0	0	3	0	8	11	132
08:00 AM	0	9	23	0	32	0	0	7	0	7	0	0	0	0	0	0	1	0	3	4	43
08:15 AM	1	7	25	0	33	0	0	14	1	15	0	0	0	0	0	0	1	0	0	1	49
08:30 AM	0	3	23	0	26	0	0	15	0	15	0	0	0	0	0	0	1	0	2	3	44
08:45 AM	0	3	24	0	27	0	0	8	0	8	0	0	0	0	0	0	2	0	6	8	43
Total	1	22	95	0	118	0	0	44	1	45	0	0	0	0	0	0	5	0	11	16	179
*** BREAK ***																					
03:00 PM	0	7	12	0	19	0	0	6	0	6	0	0	0	0	0	0	4	0	1	5	30
03:15 PM	0	7	24	0	31	0	0	11	0	11	0	0	0	0	0	0	1	0	4	5	47
03:30 PM	0	5	15	0	20	0	0	15	1	16	0	0	0	0	0	0	0	0	0	0	36
03:45 PM	0	7	22	0	29	0	0	10	0	10	0	0	0	0	0	0	0	0	3	3	42
Total	0	26	73	0	99	0	0	42	1	43	0	0	0	0	0	0	5	0	8	13	155
04:00 PM	0	5	18	0	23	0	0	18	0	18	0	0	0	0	0	0	1	0	4	5	46
04:15 PM	0	6	11	0	17	0	0	9	2	11	0	0	0	0	0	0	1	0	2	3	31
04:30 PM	0	3	14	0	17	0	0	11	2	13	0	0	0	0	0	0	1	0	8	9	39
04:45 PM	0	2	13	0	15	0	0	6	0	6	0	0	0	0	0	0	0	0	3	3	24
Total	0	16	56	0	72	0	0	44	4	48	0	0	0	0	0	0	3	0	17	20	140

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	1	4	14	0	19	0	0	6	1	7	0	0	0	0	0	0	0	0	1	1	27
05:15 PM	0	0	11	0	11	0	0	6	1	7	0	0	0	0	0	0	2	0	1	3	21
05:30 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	2	2	10
05:45 PM	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	14
Total	1	4	35	0	40	0	0	22	2	24	0	0	0	0	0	0	3	0	5	8	72
Grand Total	3	85	342	0	430	0	0	222	13	235	0	0	0	0	0	0	21	0	53	74	739
Apprch %	0.7	19.8	79.5	0		0	0	94.5	5.5		0	0	0	0	0	0	28.4	0	71.6		
Total %	0.4	11.5	46.3	0	58.2	0	0	30	1.8	31.8	0	0	0	0	0	0	2.8	0	7.2	10	

CTS Engineering, Inc.

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Doral, FL, 33126

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File Name : 1A- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
*** BREAK ***																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Grand Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	10
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	70	0	0	0	70	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	3	7	65	0	75	0	0	91	2	93	0	0	0	0	0	0	6	0	21	27	195
06:15 AM	0	16	78	0	94	0	0	135	3	138	0	0	0	0	0	0	12	0	36	48	280
06:30 AM	1	16	151	0	168	0	0	201	5	206	0	0	0	0	0	0	18	0	62	80	454
06:45 AM	3	33	232	0	268	0	0	209	6	215	0	0	0	0	0	0	30	0	72	102	585
Total	7	72	526	0	605	0	0	636	16	652	0	0	0	0	0	0	66	0	191	257	1514
07:00 AM	1	22	255	0	278	0	0	214	6	220	0	0	0	0	0	0	23	0	93	116	614
07:15 AM	3	34	337	0	374	0	0	274	12	286	0	0	0	0	0	1	35	0	92	128	788
07:30 AM	5	58	437	0	500	0	0	226	13	239	0	0	0	0	0	0	60	0	101	161	900
07:45 AM	5	54	538	0	597	0	0	281	21	302	0	0	0	0	0	0	56	0	93	149	1048
Total	14	168	1567	0	1749	0	0	995	52	1047	0	0	0	0	0	1	174	0	379	554	3350
08:00 AM	3	73	429	0	505	0	0	252	22	274	0	0	0	0	0	0	42	0	120	162	941
08:15 AM	5	63	443	0	511	0	0	215	17	232	0	0	0	0	0	0	58	0	98	156	899
08:30 AM	4	72	466	0	542	0	0	227	29	256	0	0	0	0	0	0	49	0	74	123	921
08:45 AM	5	63	414	0	482	0	0	157	26	183	0	0	0	0	0	0	38	0	78	116	781
Total	17	271	1752	0	2040	0	0	851	94	945	0	0	0	0	0	0	187	0	370	557	3542
*** BREAK ***																					
03:00 PM	8	79	269	0	356	0	0	260	28	288	0	0	0	0	0	2	36	0	70	108	752
03:15 PM	4	67	229	0	300	0	0	287	33	320	0	0	0	0	0	0	43	0	65	108	728
03:30 PM	2	91	258	0	351	0	0	286	29	315	0	0	0	0	0	0	30	0	64	94	760
03:45 PM	6	75	234	0	315	0	0	294	27	321	0	0	0	0	0	2	31	0	84	117	753
Total	20	312	990	0	1322	0	0	1127	117	1244	0	0	0	0	0	4	140	0	283	427	2993
04:00 PM	4	88	257	0	349	0	0	315	36	351	0	0	0	0	0	0	45	0	81	126	826
04:15 PM	4	70	259	0	333	0	0	279	25	304	0	0	0	0	0	1	41	0	66	108	745
04:30 PM	8	88	255	0	351	0	0	362	42	404	0	0	0	0	0	0	43	0	97	140	895
04:45 PM	3	119	266	0	388	0	0	319	37	356	0	0	0	0	0	0	28	0	77	105	849
Total	19	365	1037	0	1421	0	0	1275	140	1415	0	0	0	0	0	1	157	0	321	479	3315

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Site Code : 00000000
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Page No : 2

Groups Printed- Autos

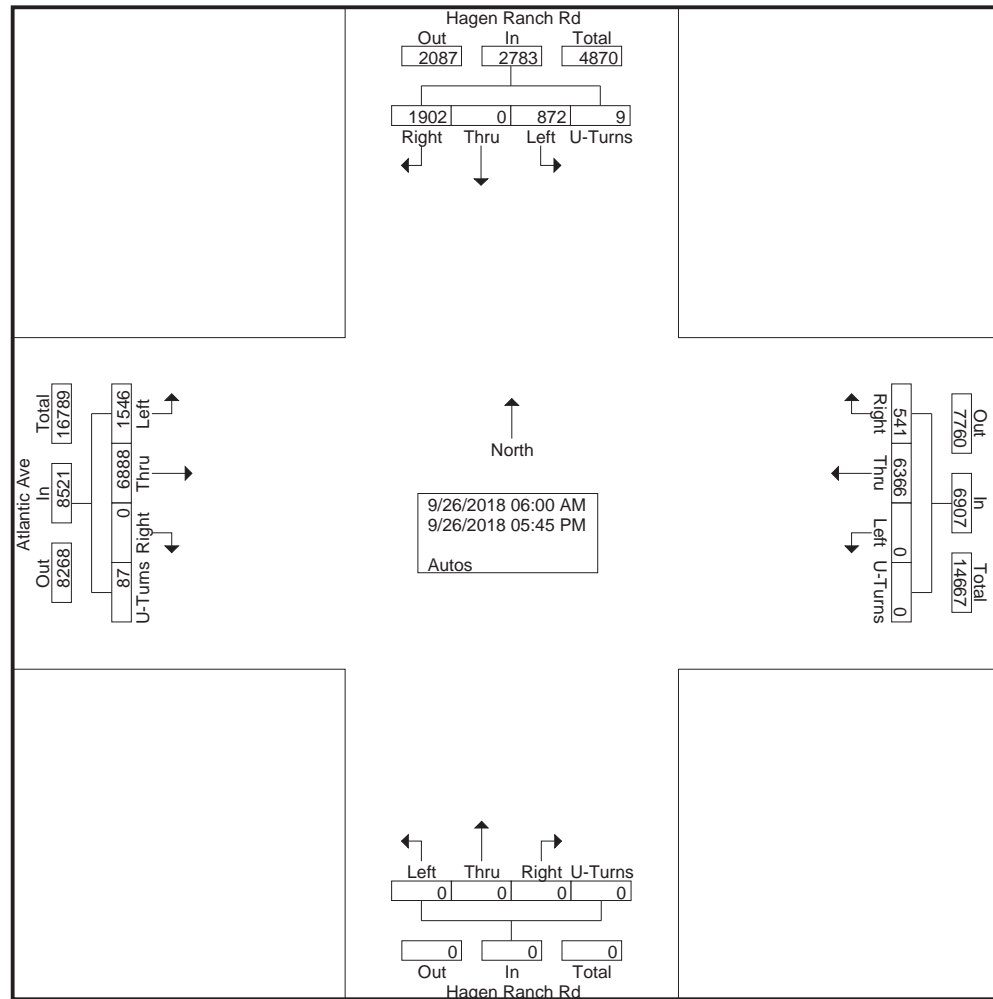
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	1	95	266	0	362	0	0	397	48	445	0	0	0	0	0	1	32	0	84	117	924
05:15 PM	0	79	268	0	347	0	0	377	20	397	0	0	0	0	0	0	39	0	94	133	877
05:30 PM	7	98	220	0	325	0	0	350	22	372	0	0	0	0	0	1	38	0	90	129	826
05:45 PM	2	86	262	0	350	0	0	358	32	390	0	0	0	0	0	1	39	0	90	130	870
Total	10	358	1016	0	1384	0	0	1482	122	1604	0	0	0	0	0	3	148	0	358	509	3497
Grand Total	87	1546	6888	0	8521	0	0	6366	541	6907	0	0	0	0	0	9	872	0	1902	2783	18211
Apprch %	1	18.1	80.8	0		0	0	92.2	7.8		0	0	0	0	0	0.3	31.3	0	68.3		
Total %	0.5	8.5	37.8	0	46.8	0	0	35	3	37.9	0	0	0	0	0	0	4.8	0	10.4	15.3	

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File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 4

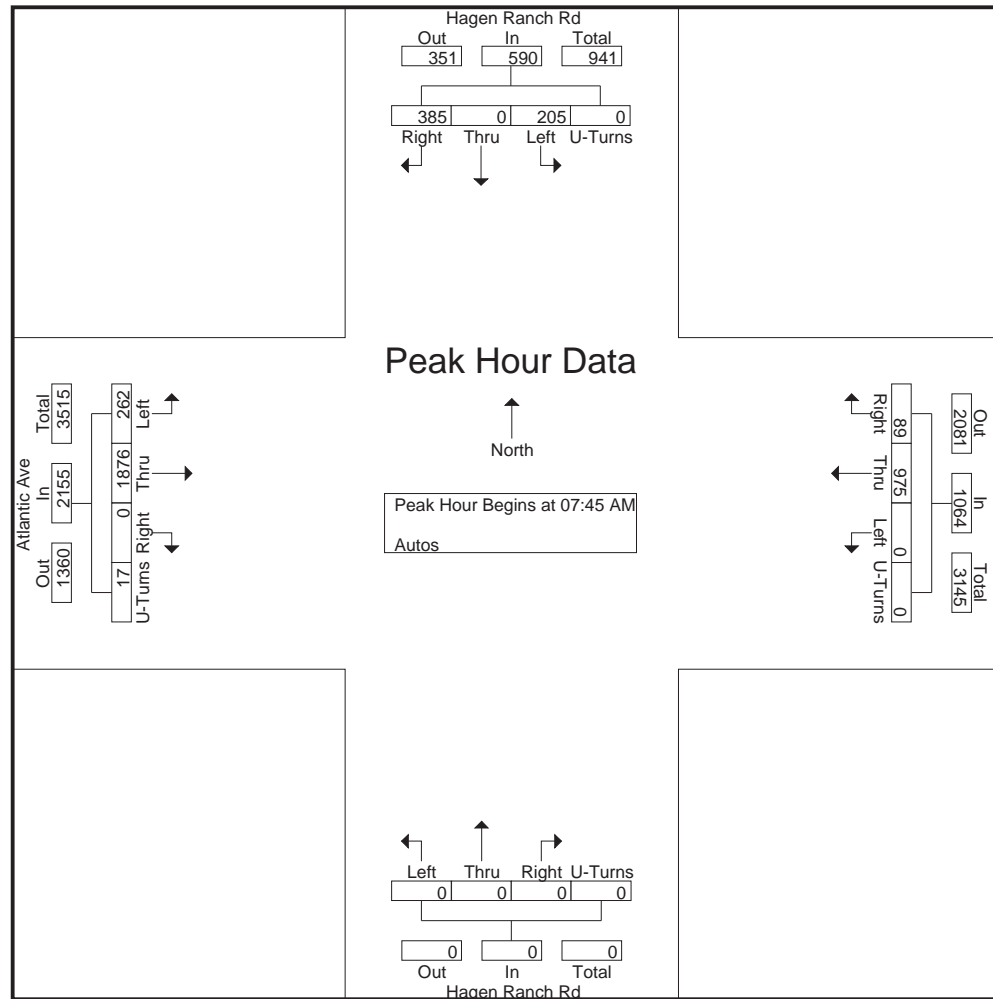
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	54	538	0	597	0	0	281	21	302	0	0	0	0	0	0	56	0	93	149	1048
08:00 AM	3	73	429	0	505	0	0	252	22	274	0	0	0	0	0	0	42	0	120	162	941
08:15 AM	5	63	443	0	511	0	0	215	17	232	0	0	0	0	0	0	58	0	98	156	899
08:30 AM	4	72	466	0	542	0	0	227	29	256	0	0	0	0	0	0	49	0	74	123	921
Total Volume	17	262	1876	0	2155	0	0	975	89	1064	0	0	0	0	0	0	205	0	385	590	3809
% App. Total	0.8	12.2	87.1	0		0	0	91.6	8.4		0	0	0	0		0	34.7	0	65.3		
PHF	.850	.897	.872	.000	.902	.000	.000	.867	.767	.881	.000	.000	.000	.000	.000	.000	.884	.000	.802	.910	.909

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
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Page No : 6

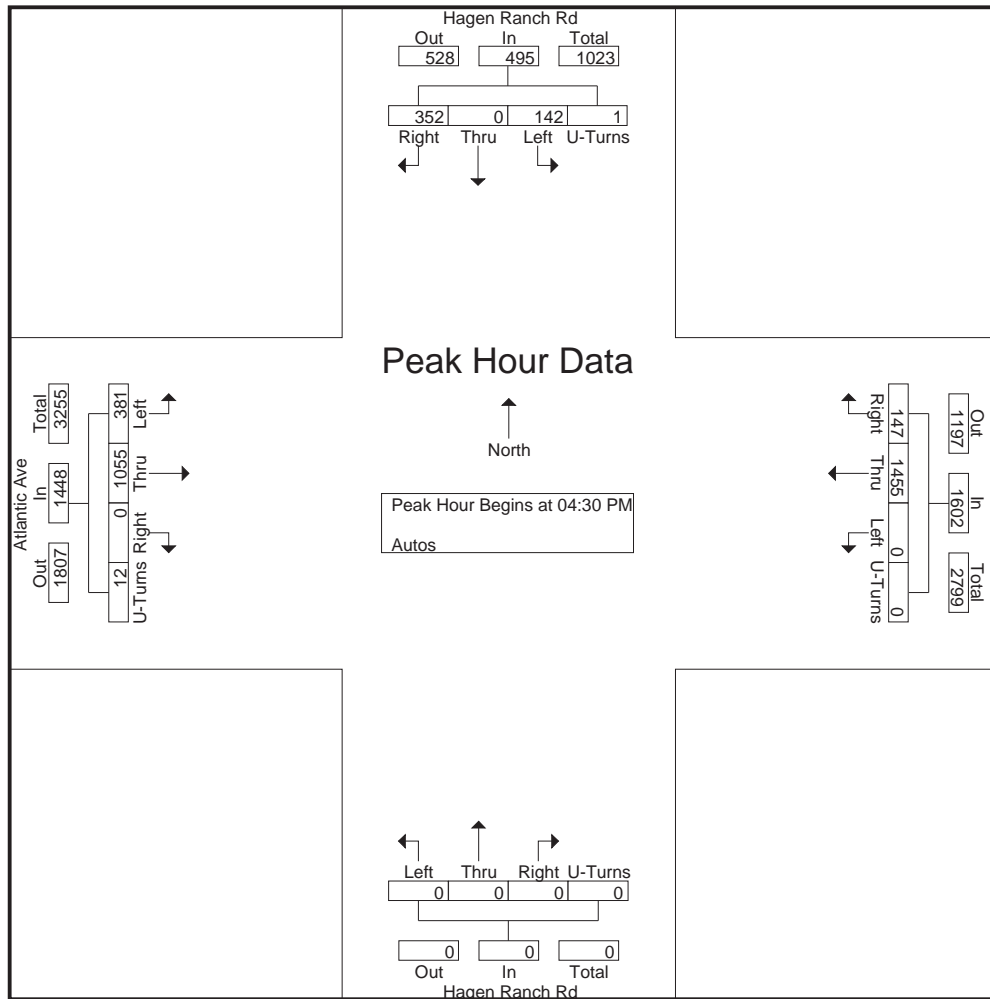
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	88	255	0	351	0	0	362	42	404	0	0	0	0	0	0	43	0	97	140	895
04:45 PM	3	119	266	0	388	0	0	319	37	356	0	0	0	0	0	0	28	0	77	105	849
05:00 PM	1	95	266	0	362	0	0	397	48	445	0	0	0	0	0	0	1	32	0	84	117
05:15 PM	0	79	268	0	347	0	0	377	20	397	0	0	0	0	0	0	0	39	0	94	133
Total Volume	12	381	1055	0	1448	0	0	1455	147	1602	0	0	0	0	0	0	1	142	0	352	495
% App. Total	0.8	26.3	72.9	0		0	0	90.8	9.2		0	0	0	0		0	0.2	28.7	0	71.1	
PHF	.375	.800	.984	.000	.933	.000	.000	.916	.766	.900	.000	.000	.000	.000	.000	.000	.250	.826	.000	.907	.884

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File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	6	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	4	0	5	0	0	10	0	10	0	0	0	0	0	0	2	0	0	2	17
06:30 AM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	12
06:45 AM	0	1	8	0	9	0	0	9	1	10	0	0	0	0	0	1	0	0	3	4	23
Total	0	2	22	0	24	0	0	32	1	33	0	0	0	0	0	1	2	0	5	8	65
07:00 AM	0	3	10	0	13	0	0	9	1	10	0	0	0	0	0	0	0	0	1	1	24
07:15 AM	0	6	14	0	20	0	0	3	1	4	0	0	0	0	0	0	0	0	1	1	25
07:30 AM	0	6	17	0	23	0	0	14	0	14	0	0	0	0	0	0	3	0	2	5	42
07:45 AM	0	8	19	0	27	0	0	11	1	12	0	0	0	0	0	0	0	0	1	1	40
Total	0	23	60	0	83	0	0	37	3	40	0	0	0	0	0	0	3	0	5	8	131
08:00 AM	0	6	16	0	22	0	0	12	1	13	0	0	0	0	0	0	2	0	1	3	38
08:15 AM	0	5	27	0	32	0	0	11	1	12	0	0	0	0	0	0	2	0	5	7	51
08:30 AM	0	3	22	0	25	0	0	10	1	11	0	0	0	0	0	0	0	0	3	3	39
08:45 AM	0	5	25	0	30	0	0	19	3	22	0	0	0	0	0	0	2	0	2	4	56
Total	0	19	90	0	109	0	0	52	6	58	0	0	0	0	0	0	6	0	11	17	184
*** BREAK ***																					
03:00 PM	1	4	8	0	13	0	0	27	1	28	0	0	0	0	0	1	0	0	4	5	46
03:15 PM	0	2	9	0	11	0	0	30	3	33	0	0	0	0	0	0	0	0	6	6	50
03:30 PM	0	2	7	0	9	0	0	27	1	28	0	0	0	0	0	0	1	0	4	5	42
03:45 PM	0	1	8	0	9	0	0	25	0	25	0	0	0	0	0	0	0	0	4	4	38
Total	1	9	32	0	42	0	0	109	5	114	0	0	0	0	0	1	1	0	18	20	176
04:00 PM	0	1	9	0	10	0	0	17	2	19	0	0	0	0	0	0	1	0	5	6	35
04:15 PM	0	6	13	0	19	0	0	21	4	25	0	0	0	0	0	0	0	0	4	4	48
04:30 PM	0	1	5	0	6	0	0	21	3	24	0	0	0	0	0	0	0	0	1	1	31
04:45 PM	0	1	11	0	12	0	0	16	2	18	0	0	0	0	0	0	0	0	1	1	31
Total	0	9	38	0	47	0	0	75	11	86	0	0	0	0	0	0	1	0	11	12	145

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
05:00 PM	0	2	10	0	12	0	0	26	1	27	0	0	0	0	0	0	0	0	0	0	0	39
05:15 PM	0	1	8	0	9	0	0	19	3	22	0	0	0	0	0	0	0	0	2	2	2	33
05:30 PM	0	0	2	0	2	0	0	17	1	18	0	0	0	0	0	0	0	0	2	2	2	22
05:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	5
Total	0	3	24	0	27	0	0	62	5	67	0	0	0	0	0	0	0	0	5	5	5	99
Grand Total	1	65	266	0	332	0	0	367	31	398	0	0	0	0	0	2	13	0	55	70	70	800
Apprch %	0.3	19.6	80.1	0		0	0	92.2	7.8		0	0	0	0	0	2.9	18.6	0	78.6			
Total %	0.1	8.1	33.2	0	41.5	0	0	45.9	3.9	49.8	0	0	0	0	0	0.2	1.6	0	6.9	8.8	8.8	

CTS Engineering, Inc.

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Doral, FL, 33126

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COUNTY: Palm Beach

File Name : 1B- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

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Doral, FL, 33126

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JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	2	9	78	0	89	1	0	59	2	62	0	0	0	0	0	0	4	0	22	26	177
06:15 AM	1	12	96	0	109	0	0	132	2	134	0	0	0	0	0	1	19	0	42	62	305
06:30 AM	2	28	192	0	222	0	0	149	4	153	0	0	0	0	0	0	18	0	54	72	447
06:45 AM	1	21	185	0	207	0	0	241	8	249	0	0	0	0	0	1	18	0	79	98	554
Total	6	70	551	0	627	1	0	581	16	598	0	0	0	0	0	2	59	0	197	258	1483
07:00 AM	1	23	213	0	237	0	0	219	10	229	0	0	0	0	0	0	33	0	113	146	612
07:15 AM	1	31	281	0	313	0	0	286	14	300	0	0	0	0	0	0	29	0	96	125	738
07:30 AM	2	64	421	0	487	0	0	218	13	231	0	0	0	0	0	0	56	0	97	153	871
07:45 AM	3	50	521	0	574	0	0	268	19	287	0	0	0	0	0	0	49	0	135	184	1045
Total	7	168	1436	0	1611	0	0	991	56	1047	0	0	0	0	0	0	167	0	441	608	3266
08:00 AM	1	88	451	0	540	0	0	276	17	293	0	0	0	0	0	0	52	0	105	157	990
08:15 AM	1	62	520	0	583	0	0	212	16	228	0	0	0	0	0	1	49	0	117	167	978
08:30 AM	4	60	445	0	509	0	0	194	17	211	0	0	0	0	0	1	44	0	89	134	854
08:45 AM	7	82	382	0	471	0	0	195	24	219	0	0	0	0	0	0	49	0	70	119	809
Total	13	292	1798	0	2103	0	0	877	74	951	0	0	0	0	0	2	194	0	381	577	3631
*** BREAK ***																					
03:00 PM	6	62	304	0	372	0	0	293	30	323	0	0	0	0	0	0	41	0	63	104	799
03:15 PM	6	68	253	0	327	0	0	350	33	383	0	0	0	0	0	0	36	0	99	135	845
03:30 PM	4	80	296	0	380	0	0	316	21	337	0	0	0	0	0	0	40	0	69	109	826
03:45 PM	3	96	318	0	417	0	0	323	33	356	0	0	0	0	0	0	37	0	96	133	906
Total	19	306	1171	0	1496	0	0	1282	117	1399	0	0	0	0	0	0	154	0	327	481	3376
04:00 PM	5	88	292	0	385	0	0	313	28	341	0	0	0	0	0	0	40	0	107	147	873
04:15 PM	5	80	291	0	376	0	0	361	35	396	0	0	0	0	0	1	32	0	82	115	887
04:30 PM	4	83	283	0	370	0	0	341	30	371	0	0	0	0	0	1	33	0	104	138	879
04:45 PM	5	86	328	0	419	0	0	350	27	377	0	0	0	0	0	0	31	0	94	125	921
Total	19	337	1194	0	1550	0	0	1365	120	1485	0	0	0	0	0	2	136	0	387	525	3560

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

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File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

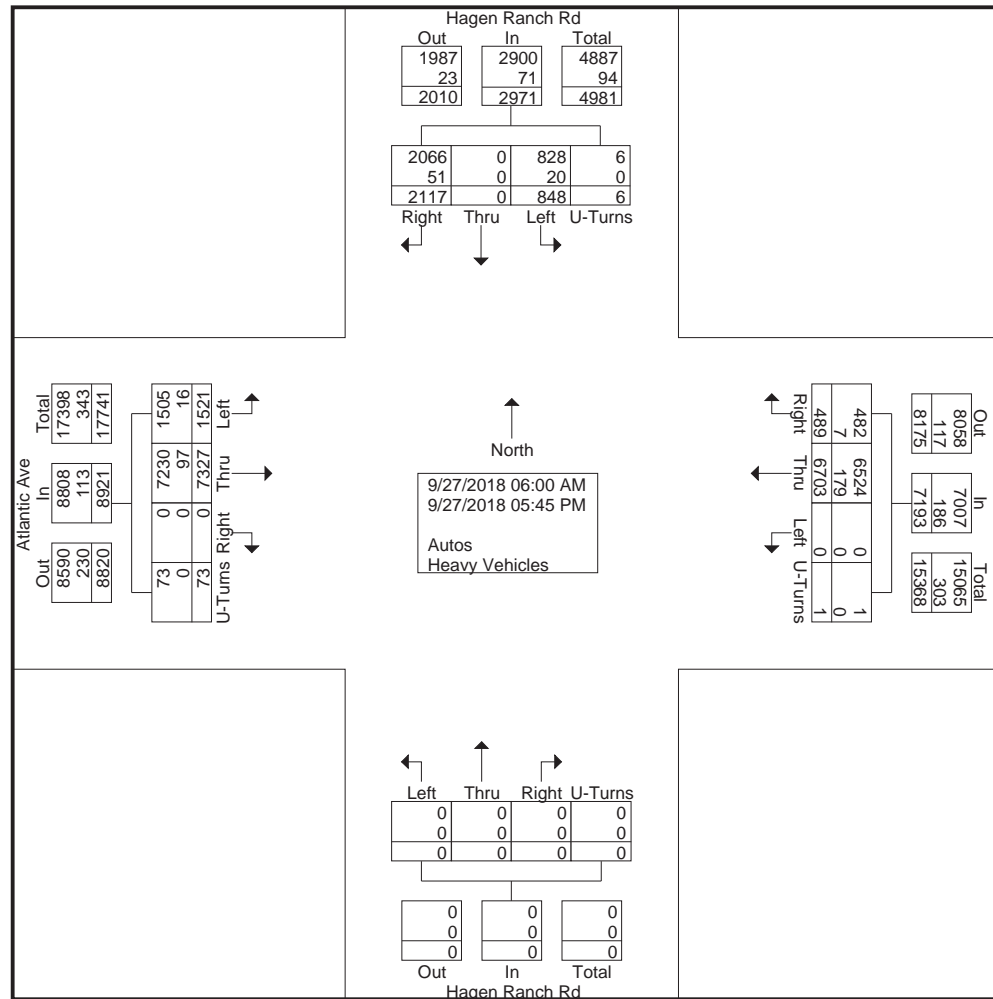
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	4	96	324	0	424	0	0	428	25	453	0	0	0	0	0	0	26	0	97	123	1000
05:15 PM	2	84	291	0	377	0	0	421	27	448	0	0	0	0	0	0	38	0	102	140	965
05:30 PM	3	74	290	0	367	0	0	385	23	408	0	0	0	0	0	0	36	0	102	138	913
05:45 PM	0	94	272	0	366	0	0	373	31	404	0	0	0	0	0	0	38	0	83	121	891
Total	9	348	1177	0	1534	0	0	1607	106	1713	0	0	0	0	0	0	138	0	384	522	3769
Grand Total	73	1521	7327	0	8921	1	0	6703	489	7193	0	0	0	0	0	6	848	0	2117	2971	19085
Apprch %	0.8	17	82.1	0		0	0	93.2	6.8		0	0	0	0	0	0.2	28.5	0	71.3		
Total %	0.4	8	38.4	0	46.7	0	0	35.1	2.6	37.7	0	0	0	0	0	0	4.4	0	11.1	15.6	
Autos	73	1505	7230	0	8808	1	0	6524	482	7007	0	0	0	0	0	6	828	0	2066	2900	18715
% Autos	100	98.9	98.7	0	98.7	100	0	97.3	98.6	97.4	0	0	0	0	0	100	97.6	0	97.6	97.6	98.1
Heavy Vehicles	0	16	97	0	113	0	0	179	7	186	0	0	0	0	0	0	20	0	51	71	370
% Heavy Vehicles	0	1.1	1.3	0	1.3	0	0	2.7	1.4	2.6	0	0	0	0	0	0	2.4	0	2.4	2.4	1.9

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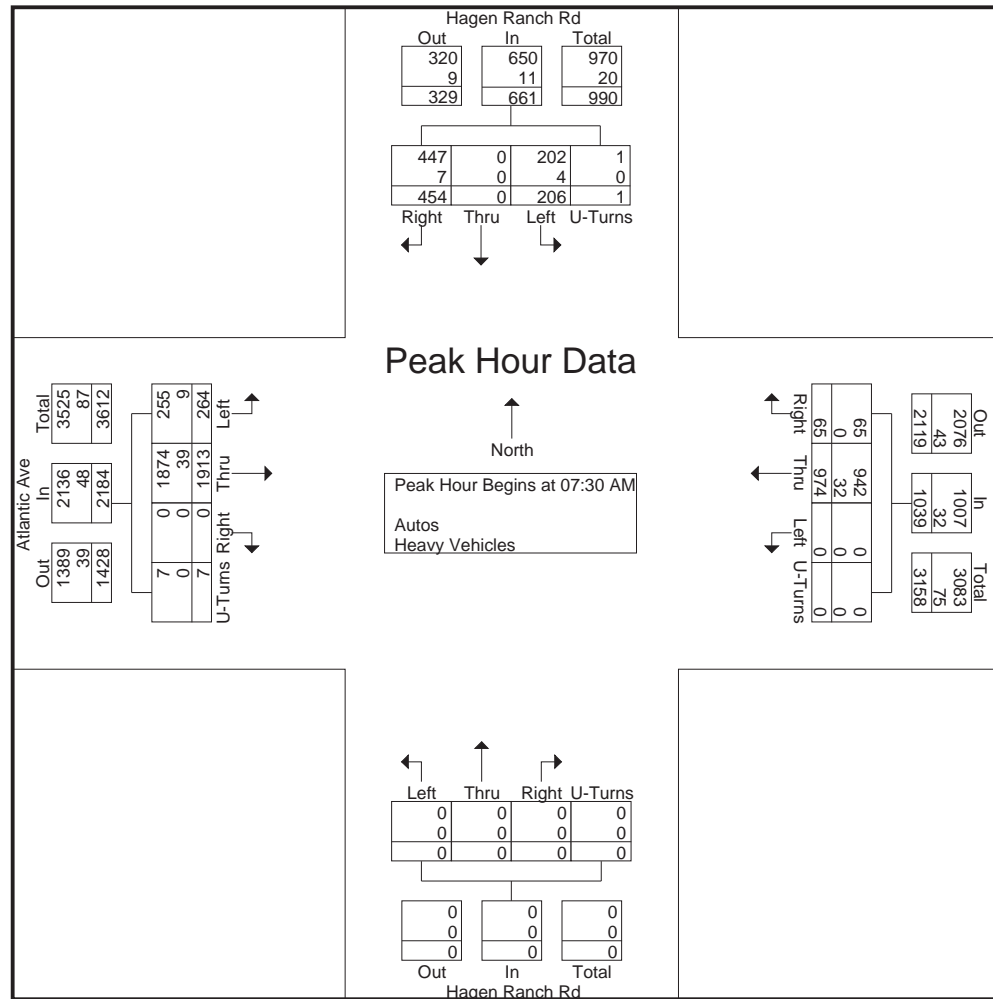
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	64	421	0	487	0	0	218	13	231	0	0	0	0	0	0	56	0	97	153	871
07:45 AM	3	50	521	0	574	0	0	268	19	287	0	0	0	0	0	0	49	0	135	184	1045
08:00 AM	1	88	451	0	540	0	0	276	17	293	0	0	0	0	0	0	52	0	105	157	990
08:15 AM	1	62	520	0	583	0	0	212	16	228	0	0	0	0	0	1	49	0	117	167	978
Total Volume	7	264	1913	0	2184	0	0	974	65	1039	0	0	0	0	0	1	206	0	454	661	3884
% App. Total	0.3	12.1	87.6	0		0	0	93.7	6.3		0	0	0	0		0.2	31.2	0	68.7		
PHF	.583	.750	.918	.000	.937	.000	.000	.882	.855	.887	.000	.000	.000	.000	.000	.250	.920	.000	.841	.898	.929
Autos	7	255	1874	0	2136	0	0	942	65	1007	0	0	0	0	0	1	202	0	447	650	3793
% Autos	100	96.6	98.0	0	97.8	0	0	96.7	100	96.9	0	0	0	0	0	100	98.1	0	98.5	98.3	97.7
Heavy Vehicles	0	9	39	0	48	0	0	32	0	32	0	0	0	0	0	0	4	0	7	11	91
% Heavy Vehicles	0	3.4	2.0	0	2.2	0	0	3.3	0	3.1	0	0	0	0	0	0	1.9	0	1.5	1.7	2.3

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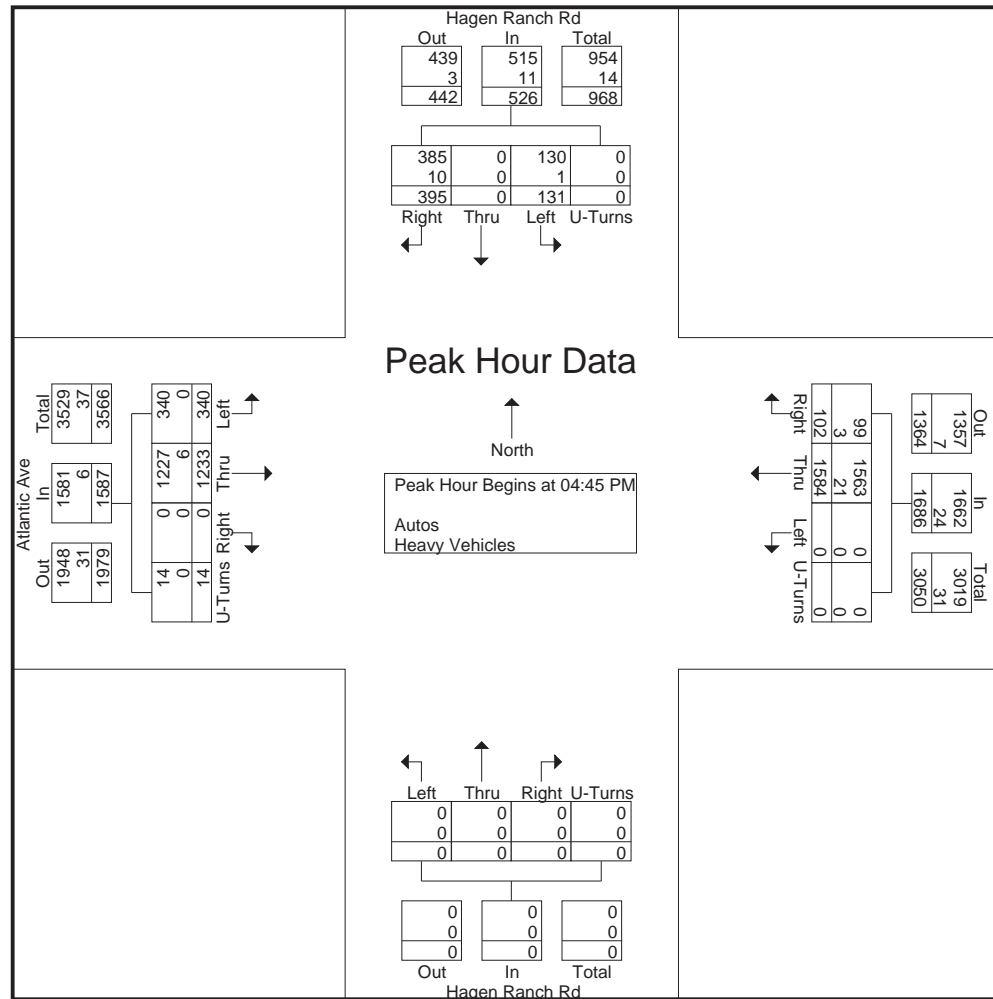
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	5	86	328	0	419	0	0	350	27	377	0	0	0	0	0	0	31	0	94	125	921
05:00 PM	4	96	324	0	424	0	0	428	25	453	0	0	0	0	0	0	26	0	97	123	1000
05:15 PM	2	84	291	0	377	0	0	421	27	448	0	0	0	0	0	0	38	0	102	140	965
05:30 PM	3	74	290	0	367	0	0	385	23	408	0	0	0	0	0	0	36	0	102	138	913
Total Volume	14	340	1233	0	1587	0	0	1584	102	1686	0	0	0	0	0	0	131	0	395	526	3799
% App. Total	0.9	21.4	77.7	0		0	0	94	6		0	0	0	0	0	0	24.9	0	75.1		
PHF	.700	.885	.940	.000	.936	.000	.000	.925	.944	.930	.000	.000	.000	.000	.000	.000	.862	.000	.968	.939	.950
Autos	14	340	1227	0	1581	0	0	1563	99	1662	0	0	0	0	0	0	130	0	385	515	3758
% Autos	100	100	99.5	0	99.6	0	0	98.7	97.1	98.6	0	0	0	0	0	0	99.2	0	97.5	97.9	98.9
Heavy Vehicles	0	0	6	0	6	0	0	21	3	24	0	0	0	0	0	0	1	0	10	11	41
% Heavy Vehicles	0	0	0.5	0	0.4	0	0	1.3	2.9	1.4	0	0	0	0	0	0	0.8	0	2.5	2.1	1.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	9
06:15 AM	0	0	2	0	2	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	10
06:30 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	9
06:45 AM	0	1	4	0	5	0	0	6	1	7	0	0	0	0	0	0	0	0	2	2	14
Total	0	1	14	0	15	0	0	21	1	22	0	0	0	0	0	0	2	0	3	5	42
07:00 AM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	6
07:15 AM	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	0	2	0	2	4	14
07:30 AM	0	4	9	0	13	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	21
07:45 AM	0	3	11	0	14	0	0	8	0	8	0	0	0	0	0	0	1	0	1	2	24
Total	0	7	26	0	33	0	0	23	0	23	0	0	0	0	0	0	4	0	5	9	65
08:00 AM	0	1	7	0	8	0	0	11	0	11	0	0	0	0	0	0	2	0	1	3	22
08:15 AM	0	1	12	0	13	0	0	7	0	7	0	0	0	0	0	0	1	0	3	4	24
08:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	2	0	7	9	13
08:45 AM	0	0	1	0	1	0	0	10	0	10	0	0	0	0	0	0	3	0	3	6	17
Total	0	2	20	0	22	0	0	32	0	32	0	0	0	0	0	0	8	0	14	22	76
*** BREAK ***																					
03:00 PM	0	1	7	0	8	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14
03:15 PM	0	3	4	0	7	0	0	12	0	12	0	0	0	0	0	0	1	0	2	3	22
03:30 PM	0	0	4	0	4	0	0	16	0	16	0	0	0	0	0	0	0	0	1	1	21
03:45 PM	0	1	3	0	4	0	0	18	2	20	0	0	0	0	0	0	1	0	5	6	30
Total	0	5	18	0	23	0	0	52	2	54	0	0	0	0	0	0	2	0	8	10	87
04:00 PM	0	0	2	0	2	0	0	11	0	11	0	0	0	0	0	0	0	0	4	4	17
04:15 PM	0	1	5	0	6	0	0	8	1	9	0	0	0	0	0	0	1	0	0	1	16
04:30 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	1	0	5	6	16
04:45 PM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	7	7	16
Total	0	1	14	0	15	0	0	31	1	32	0	0	0	0	0	0	2	0	16	18	65

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	10	1	11	0	0	0	0	0	0	0	0	1	1	12
05:15 PM	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	0	2	3	7
05:30 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	10
Total	0	0	5	0	5	0	0	20	3	23	0	0	0	0	0	0	2	0	5	7	35
Grand Total	0	16	97	0	113	0	0	179	7	186	0	0	0	0	0	0	20	0	51	71	370
Apprch %	0	14.2	85.8	0		0	0	96.2	3.8		0	0	0	0	0	0	28.2	0	71.8		
Total %	0	4.3	26.2	0	30.5	0	0	48.4	1.9	50.3	0	0	0	0	0	0	5.4	0	13.8	19.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 1C- Hagen Ranch & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Hagen Ranch Rd Northbound					Hagen Ranch Rd Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
*** BREAK ***																						
06:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
*** BREAK ***																						
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
*** BREAK ***																						
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	5
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	80	0	0	0	0	80	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	5	71	0	76	1	3	79	8	91	0	0	0	0	0	0	5	0	3	8	175
06:15 AM	0	6	90	1	97	0	2	155	4	161	0	0	0	0	0	0	1	0	8	9	267
06:30 AM	0	4	156	0	160	1	3	186	9	199	0	2	0	2	4	0	7	1	6	14	377
06:45 AM	1	3	274	3	281	2	5	242	6	255	0	1	0	3	4	1	2	1	9	13	553
Total	1	18	591	4	614	4	13	662	27	706	0	3	0	5	8	1	15	2	26	44	1372
07:00 AM	2	16	335	5	358	3	4	271	19	297	0	5	0	1	6	0	4	0	11	15	676
07:15 AM	1	5	326	3	335	4	5	208	7	224	0	0	0	4	4	0	6	0	12	18	581
07:30 AM	2	10	516	5	533	0	4	231	7	242	0	1	0	5	6	0	7	3	15	25	806
07:45 AM	3	14	545	6	568	3	7	252	7	269	0	1	1	2	4	0	17	2	9	28	869
Total	8	45	1722	19	1794	10	20	962	40	1032	0	7	1	12	20	0	34	5	47	86	2932
08:00 AM	4	13	520	10	547	4	7	257	25	293	0	0	4	5	9	0	9	3	14	26	875
08:15 AM	5	10	481	7	503	2	7	217	16	242	0	6	0	5	11	0	6	2	13	21	777
08:30 AM	1	12	539	12	564	7	7	202	21	237	1	6	9	4	20	0	17	3	8	28	849
08:45 AM	8	14	455	11	488	1	6	193	18	218	1	6	1	7	15	0	12	1	16	29	750
Total	18	49	1995	40	2102	14	27	869	80	990	2	18	14	21	55	0	44	9	51	104	3251
*** BREAK ***																					
03:00 PM	1	17	284	9	311	11	5	312	28	356	0	11	4	17	32	0	32	10	18	60	759
03:15 PM	2	12	303	2	319	6	12	322	25	365	0	6	2	4	12	0	42	7	20	69	765
03:30 PM	1	17	291	4	313	9	11	361	37	418	0	0	6	15	21	0	26	3	27	56	808
03:45 PM	2	15	272	7	296	8	5	318	35	366	0	10	3	16	29	0	34	3	29	66	757
Total	6	61	1150	22	1239	34	33	1313	125	1505	0	27	15	52	94	0	134	23	94	251	3089
04:00 PM	3	12	286	4	305	8	7	307	24	346	1	16	2	17	36	0	26	3	23	52	739
04:15 PM	2	13	342	7	364	7	4	352	24	387	0	1	3	14	18	0	28	3	28	59	828
04:30 PM	1	15	298	9	323	6	6	360	21	393	0	13	3	10	26	0	33	1	17	51	793
04:45 PM	1	5	310	6	322	3	8	387	29	427	0	7	3	7	17	0	29	1	28	58	824
Total	7	45	1236	26	1314	24	25	1406	98	1553	1	37	11	48	97	0	116	8	96	220	3184

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

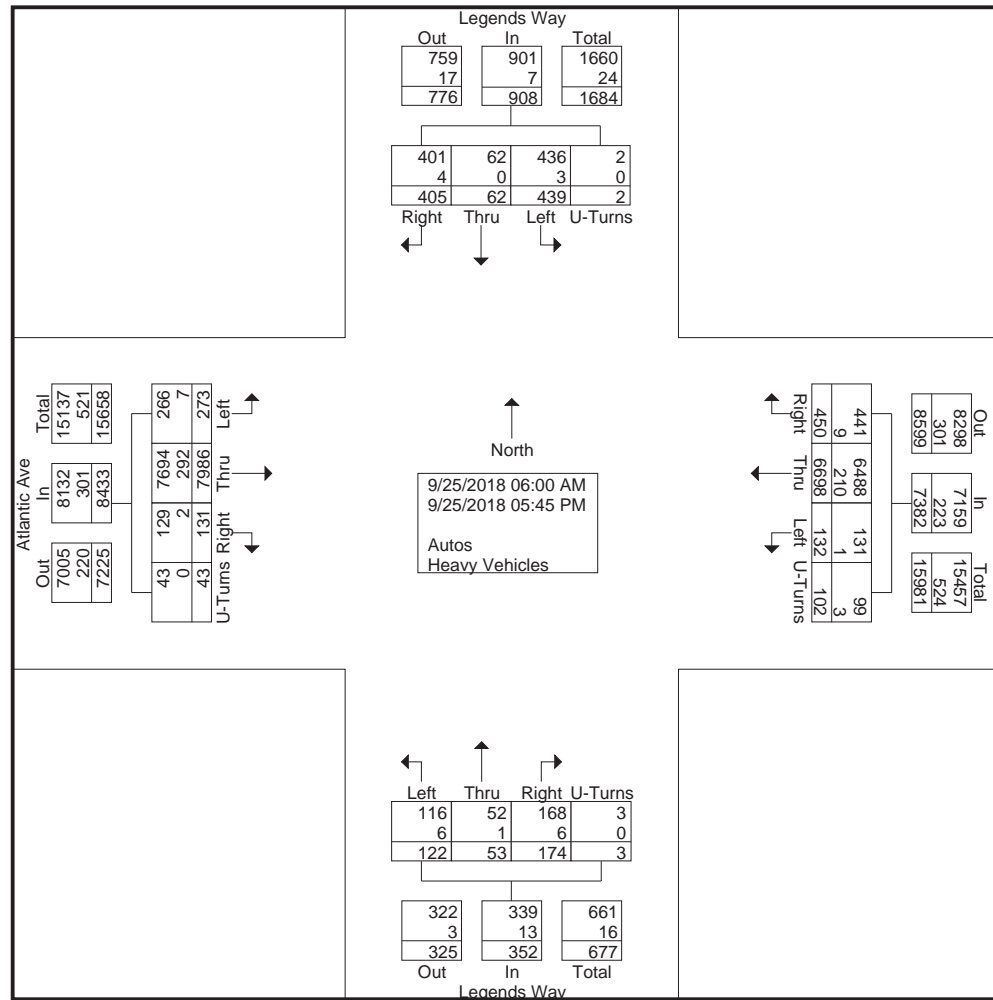
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	1	17	370	5	393	4	5	337	23	369	0	9	0	11	20	0	25	3	22	50	832
05:15 PM	0	12	312	4	328	4	0	402	26	432	0	6	4	11	21	1	27	2	23	53	834
05:30 PM	1	14	310	4	329	5	8	370	19	402	0	7	8	7	22	0	28	7	26	61	814
05:45 PM	1	12	300	7	320	3	1	377	12	393	0	8	0	7	15	0	16	3	20	39	767
Total	3	55	1292	20	1370	16	14	1486	80	1596	0	30	12	36	78	1	96	15	91	203	3247
Grand Total	43	273	7986	131	8433	102	132	6698	450	7382	3	122	53	174	352	2	439	62	405	908	17075
Apprch %	0.5	3.2	94.7	1.6		1.4	1.8	90.7	6.1		0.9	34.7	15.1	49.4		0.2	48.3	6.8	44.6		
Total %	0.3	1.6	46.8	0.8	49.4	0.6	0.8	39.2	2.6	43.2	0	0.7	0.3	1	2.1	0	2.6	0.4	2.4	5.3	
Autos	43	266	7694	129	8132	99	131	6488	441	7159	3	116	52	168	339	2	436	62	401	901	16531
% Autos	100	97.4	96.3	98.5	96.4	97.1	99.2	96.9	98	97	100	95.1	98.1	96.6	96.3	100	99.3	100	99	99.2	96.8
Heavy Vehicles	0	7	292	2	301	3	1	210	9	223	0	6	1	6	13	0	3	0	4	7	544
% Heavy Vehicles	0	2.6	3.7	1.5	3.6	2.9	0.8	3.1	2	3	0	4.9	1.9	3.4	3.7	0	0.7	0	1	0.8	3.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 4

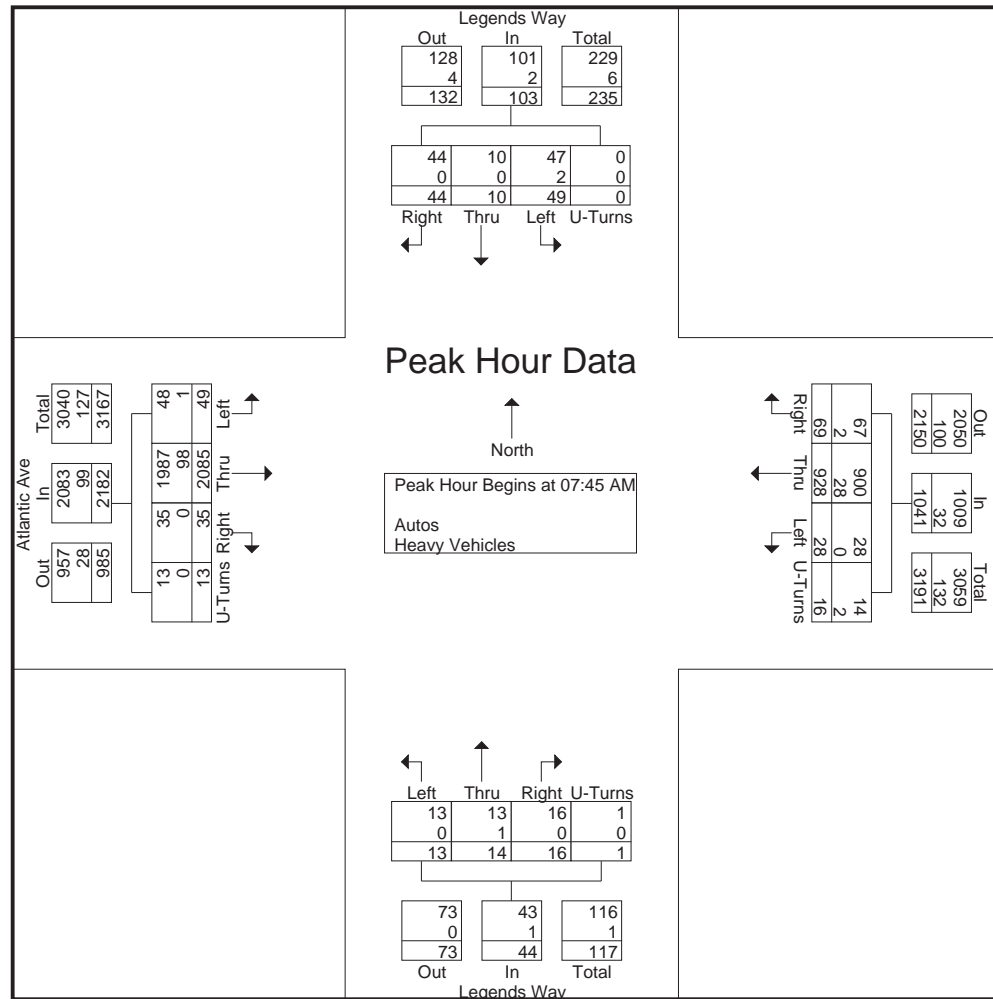
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	14	545	6	568	3	7	252	7	269	0	1	1	2	4	0	17	2	9	28	869
08:00 AM	4	13	520	10	547	4	7	257	25	293	0	0	4	5	9	0	9	3	14	26	875
08:15 AM	5	10	481	7	503	2	7	217	16	242	0	6	0	5	11	0	6	2	13	21	777
08:30 AM	1	12	539	12	564	7	7	202	21	237	1	6	9	4	20	0	17	3	8	28	849
Total Volume	13	49	2085	35	2182	16	28	928	69	1041	1	13	14	16	44	0	49	10	44	103	3370
% App. Total	0.6	2.2	95.6	1.6		1.5	2.7	89.1	6.6		2.3	29.5	31.8	36.4		0	47.6	9.7	42.7		
PHF	.650	.875	.956	.729	.960	.571	1.00	.903	.690	.888	.250	.542	.389	.800	.550	.000	.721	.833	.786	.920	.963
Autos	13	48	1987	35	2083	14	28	900	67	1009	1	13	13	16	43	0	47	10	44	101	3236
% Autos	100	98.0	95.3	100	95.5	87.5	100	97.0	97.1	96.9	100	100	92.9	100	97.7	0	95.9	100	100	98.1	96.0
Heavy Vehicles	0	1	98	0	99	2	0	28	2	32	0	0	1	0	1	0	2	0	0	2	134
% Heavy Vehicles	0	2.0	4.7	0	4.5	12.5	0	3.0	2.9	3.1	0	0	7.1	0	2.3	0	4.1	0	0	1.9	4.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

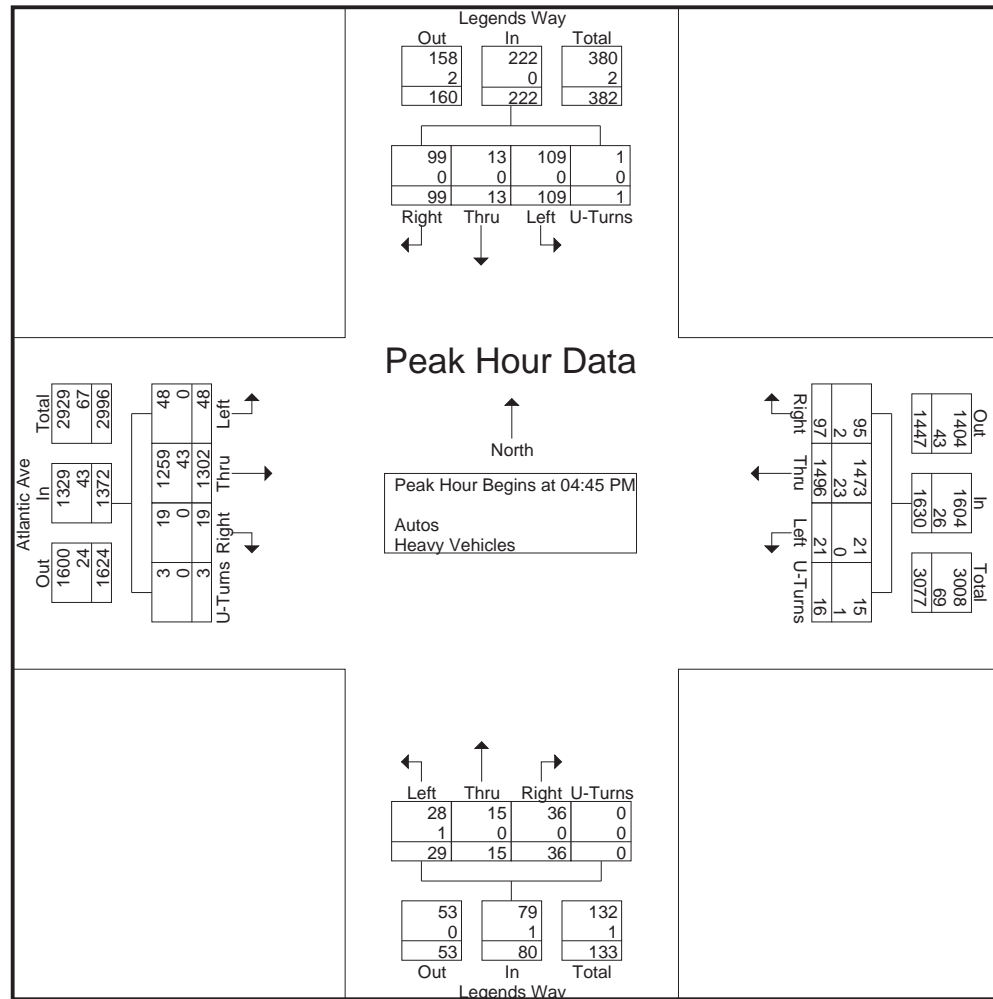
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	5	310	6	322	3	8	387	29	427	0	7	3	7	17	0	29	1	28	58	824
05:00 PM	1	17	370	5	393	4	5	337	23	369	0	9	0	11	20	0	25	3	22	50	832
05:15 PM	0	12	312	4	328	4	0	402	26	432	0	6	4	11	21	1	27	2	23	53	834
05:30 PM	1	14	310	4	329	5	8	370	19	402	0	7	8	7	22	0	28	7	26	61	814
Total Volume	3	48	1302	19	1372	16	21	1496	97	1630	0	29	15	36	80	1	109	13	99	222	3304
% App. Total	0.2	3.5	94.9	1.4		1	1.3	91.8	6		0	36.2	18.8	45		0.5	49.1	5.9	44.6		
PHF	.750	.706	.880	.792	.873	.800	.656	.930	.836	.943	.000	.806	.469	.818	.909	.250	.940	.464	.884	.910	.990
Autos	3	48	1259	19	1329	15	21	1473	95	1604	0	28	15	36	79	1	109	13	99	222	3234
% Autos	100	100	96.7	100	96.9	93.8	100	98.5	97.9	98.4	0	96.6	100	100	98.8	100	100	100	100	100	97.9
Heavy Vehicles	0	0	43	0	43	1	0	23	2	26	0	1	0	0	1	0	0	0	0	0	70
% Heavy Vehicles	0	0	3.3	0	3.1	6.3	0	1.5	2.1	1.6	0	3.4	0	0	1.3	0	0	0	0	0	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	1	3	0	4	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	14
06:15 AM	0	0	4	0	4	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	15
06:30 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	17	0	18	0	0	25	1	26	0	0	0	0	0	0	0	0	1	1	45
07:00 AM	0	1	12	0	13	0	0	12	0	12	0	1	0	0	1	0	0	0	1	1	27
07:15 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	0	1	17	0	18	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	29
07:45 AM	0	0	30	0	30	0	0	6	1	7	0	0	0	0	0	0	1	0	0	1	38
Total	0	2	63	0	65	0	0	36	1	37	0	1	0	0	1	0	1	0	1	2	105
08:00 AM	0	1	27	0	28	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	36
08:15 AM	0	0	12	0	12	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	0	29	0	29	2	0	8	0	10	0	0	1	0	1	0	1	0	0	1	41
08:45 AM	0	1	26	0	27	0	0	9	1	10	0	1	0	0	1	0	0	0	0	0	38
Total	0	2	94	0	96	2	0	31	2	35	0	1	1	0	2	0	1	0	0	1	134
*** BREAK ***																					
03:00 PM	0	1	15	1	17	0	0	10	0	10	0	2	0	1	3	0	0	0	0	0	30
03:15 PM	0	0	9	0	9	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	20
03:30 PM	0	0	6	1	7	0	1	22	1	24	0	0	0	1	1	0	0	0	0	0	32
03:45 PM	0	0	5	0	5	0	0	16	1	17	0	1	0	0	1	0	0	0	0	0	23
Total	0	1	35	2	38	0	1	59	2	62	0	3	0	2	5	0	0	0	0	0	105
04:00 PM	0	1	10	0	11	0	0	13	1	14	0	0	0	1	1	0	1	0	2	3	29
04:15 PM	0	0	12	0	12	0	0	9	0	9	0	0	0	2	2	0	0	0	0	0	23
04:30 PM	0	0	11	0	11	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	21
04:45 PM	0	0	17	0	17	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	27
Total	0	1	50	0	51	0	0	42	1	43	0	0	0	3	3	0	1	0	2	3	100

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	10	0	10	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	15
05:15 PM	0	0	5	0	5	1	0	8	1	10	0	1	0	0	1	0	0	0	0	0	16
05:30 PM	0	0	11	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	0	7	0	7	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	12
Total	0	0	33	0	33	1	0	17	2	20	0	1	0	1	2	0	0	0	0	0	55
Grand Total	0	7	292	2	301	3	1	210	9	223	0	6	1	6	13	0	3	0	4	7	544
Apprch %	0	2.3	97	0.7		1.3	0.4	94.2	4		0	46.2	7.7	46.2		0	42.9	0	57.1		
Total %	0	1.3	53.7	0.4	55.3	0.6	0.2	38.6	1.7	41	0	1.1	0.2	1.1	2.4	0	0.6	0	0.7	1.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
06:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	3
*** BREAK ***																						
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	4
*** BREAK ***																						
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
08:30 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
08:45 AM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	7
Total	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	1	0	0	0	0	1	11
*** BREAK ***																						
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
04:15 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	3	0	1	0	4	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	7
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2A- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Peds

	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
Grand Total	10	0	1	0	11	3	0	0	0	3	12	0	0	0	12	4	0	0	0	4	30
Apprch %	90.9	0	9.1	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	33.3	0	3.3	0	36.7	10	0	0	0	10	40	0	0	0	40	13.3	0	0	0	13.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	4	83	1	88	0	3	82	5	90	0	0	0	0	0	0	2	0	4	6	184
06:15 AM	1	4	98	1	104	1	7	117	2	127	0	2	0	0	2	0	1	0	7	8	241
06:30 AM	2	5	144	2	153	0	3	191	12	206	0	1	0	2	3	0	8	1	8	17	379
06:45 AM	1	5	252	4	262	3	7	226	6	242	0	0	1	1	2	0	1	1	7	9	515
Total	4	18	577	8	607	4	20	616	25	665	0	3	1	3	7	0	12	2	26	40	1319
07:00 AM	0	6	254	1	261	1	2	248	7	258	0	2	1	3	6	0	3	0	9	12	537
07:15 AM	0	8	406	2	416	5	3	251	13	272	0	2	2	3	7	0	8	1	12	21	716
07:30 AM	1	10	527	6	544	0	8	221	14	243	0	2	0	5	7	0	7	1	7	15	809
07:45 AM	0	12	446	11	469	3	11	302	17	333	0	0	0	5	5	0	15	1	15	31	838
Total	1	36	1633	20	1690	9	24	1022	51	1106	0	6	3	16	25	0	33	3	43	79	2900
08:00 AM	0	20	469	8	497	1	2	204	8	215	0	5	1	2	8	0	10	1	6	17	737
08:15 AM	2	17	414	10	443	3	6	231	11	251	0	4	0	6	10	0	10	6	10	26	730
08:30 AM	6	16	440	8	470	3	3	217	11	234	0	3	1	11	15	0	17	1	17	35	754
08:45 AM	5	15	418	18	456	4	4	217	19	244	0	5	2	5	12	0	23	1	9	33	745
Total	13	68	1741	44	1866	11	15	869	49	944	0	17	4	24	45	0	60	9	42	111	2966
*** BREAK ***																					
03:00 PM	1	15	292	5	313	7	8	308	31	354	0	8	3	19	30	1	36	10	20	67	764
03:15 PM	1	13	245	2	261	3	3	295	23	324	0	13	3	10	26	0	27	3	9	39	650
03:30 PM	1	14	291	4	310	11	7	316	31	365	0	10	5	16	31	0	35	4	12	51	757
03:45 PM	0	16	286	5	307	10	9	332	39	390	0	14	9	10	33	0	47	5	26	78	808
Total	3	58	1114	16	1191	31	27	1251	124	1433	0	45	20	55	120	1	145	22	67	235	2979
04:00 PM	0	20	293	7	320	7	6	351	17	381	0	6	4	15	25	0	52	6	33	91	817
04:15 PM	2	16	322	7	347	4	6	342	20	372	0	10	3	9	22	0	18	5	32	55	796
04:30 PM	2	10	300	9	321	5	4	346	29	384	0	11	0	8	19	0	27	1	10	38	762
04:45 PM	1	14	307	8	330	4	3	349	23	379	0	5	4	8	17	0	27	6	29	62	788
Total	5	60	1222	31	1318	20	19	1388	89	1516	0	32	11	40	83	0	124	18	104	246	3163

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

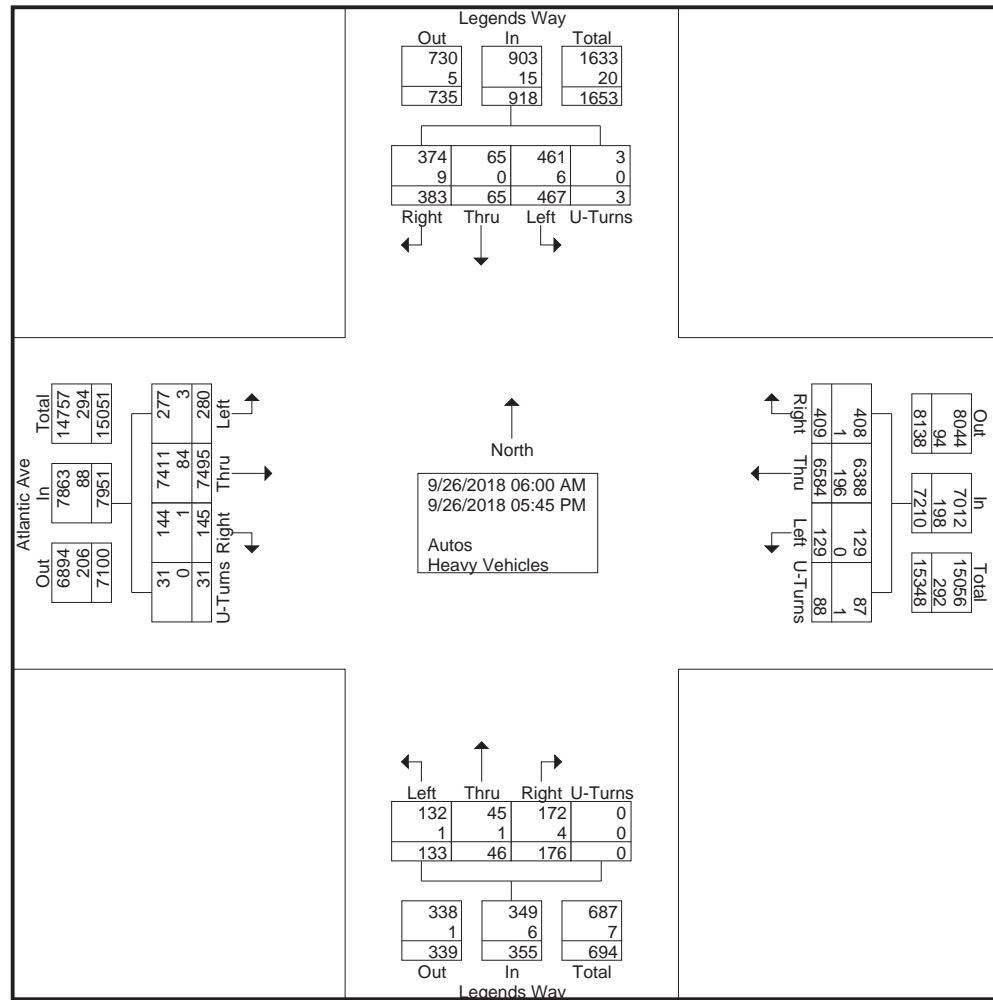
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	2	8	314	8	332	4	9	349	14	376	0	7	1	18	26	1	34	2	30	67	801
05:15 PM	1	13	347	4	365	6	6	348	15	375	0	10	1	12	23	0	25	2	23	50	813
05:30 PM	2	15	277	8	302	0	3	349	23	375	0	4	3	5	12	1	23	3	28	55	744
05:45 PM	0	4	270	6	280	3	6	392	19	420	0	9	2	3	14	0	11	4	20	35	749
Total	5	40	1208	26	1279	13	24	1438	71	1546	0	30	7	38	75	2	93	11	101	207	3107
Grand Total	31	280	7495	145	7951	88	129	6584	409	7210	0	133	46	176	355	3	467	65	383	918	16434
Apprch %	0.4	3.5	94.3	1.8		1.2	1.8	91.3	5.7		0	37.5	13	49.6		0.3	50.9	7.1	41.7		
Total %	0.2	1.7	45.6	0.9	48.4	0.5	0.8	40.1	2.5	43.9	0	0.8	0.3	1.1	2.2	0	2.8	0.4	2.3	5.6	
Autos	31	277	7411	144	7863	87	129	6388	408	7012	0	132	45	172	349	3	461	65	374	903	16127
% Autos	100	98.9	98.9	99.3	98.9	98.9	100	97	99.8	97.3	0	99.2	97.8	97.7	98.3	100	98.7	100	97.7	98.4	98.1
Heavy Vehicles	0	3	84	1	88	1	0	196	1	198	0	1	1	4	6	0	6	0	9	15	307
% Heavy Vehicles	0	1.1	1.1	0.7	1.1	1.1	0	3	0.2	2.7	0	0.8	2.2	2.3	1.7	0	1.3	0	2.3	1.6	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 4

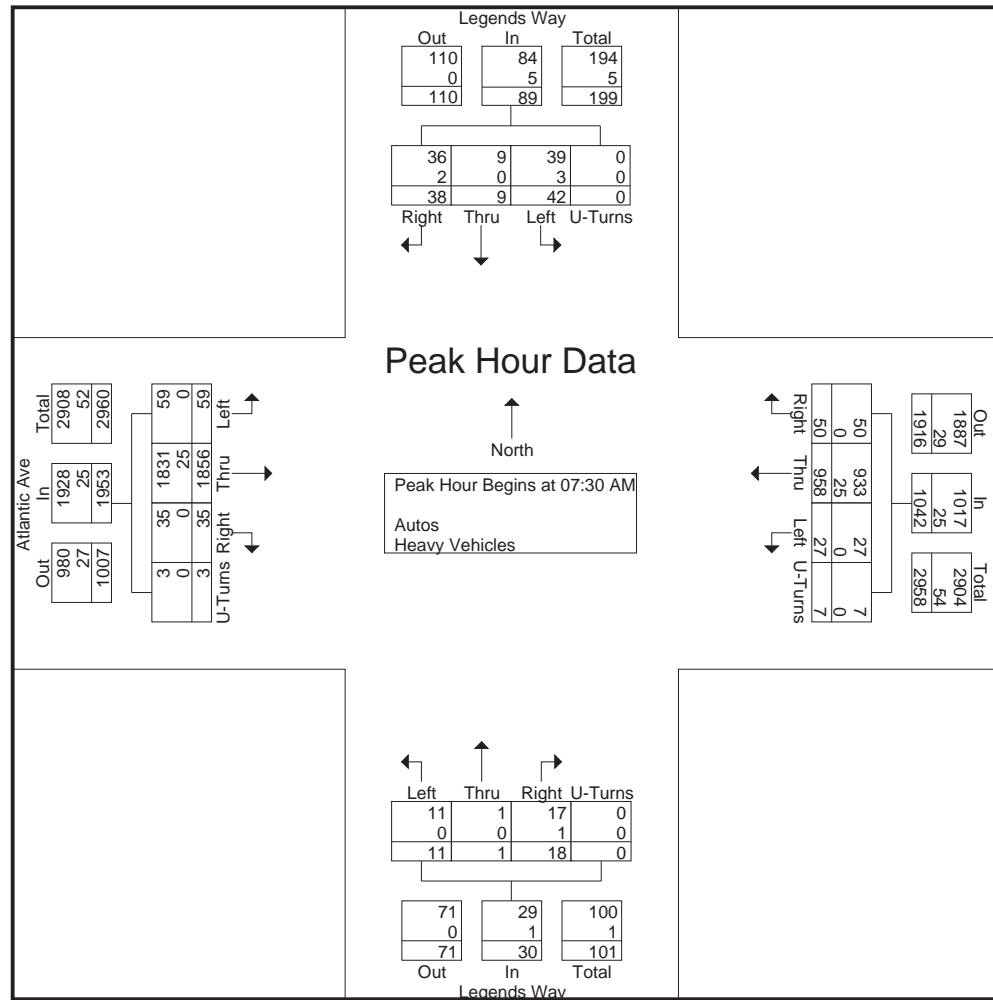
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	10	527	6	544	0	8	221	14	243	0	2	0	5	7	0	7	1	7	15	809
07:45 AM	0	12	446	11	469	3	11	302	17	333	0	0	0	5	5	0	15	1	15	31	838
08:00 AM	0	20	469	8	497	1	2	204	8	215	0	5	1	2	8	0	10	1	6	17	737
08:15 AM	2	17	414	10	443	3	6	231	11	251	0	4	0	6	10	0	10	6	10	26	730
Total Volume	3	59	1856	35	1953	7	27	958	50	1042	0	11	1	18	30	0	42	9	38	89	3114
% App. Total	0.2	3	95	1.8		0.7	2.6	91.9	4.8		0	36.7	3.3	60		0	47.2	10.1	42.7		
PHF	.375	.738	.880	.795	.898	.583	.614	.793	.735	.782	.000	.550	.250	.750	.750	.000	.700	.375	.633	.718	.929
Autos	3	59	1831	35	1928	7	27	933	50	1017	0	11	1	17	29	0	39	9	36	84	3058
% Autos	100	100	98.7	100	98.7	100	100	97.4	100	97.6	0	100	100	94.4	96.7	0	92.9	100	94.7	94.4	98.2
Heavy Vehicles	0	0	25	0	25	0	0	25	0	25	0	0	0	1	1	0	3	0	2	5	56
% Heavy Vehicles	0	0	1.3	0	1.3	0	0	2.6	0	2.4	0	0	0	5.6	3.3	0	7.1	0	5.3	5.6	1.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 6

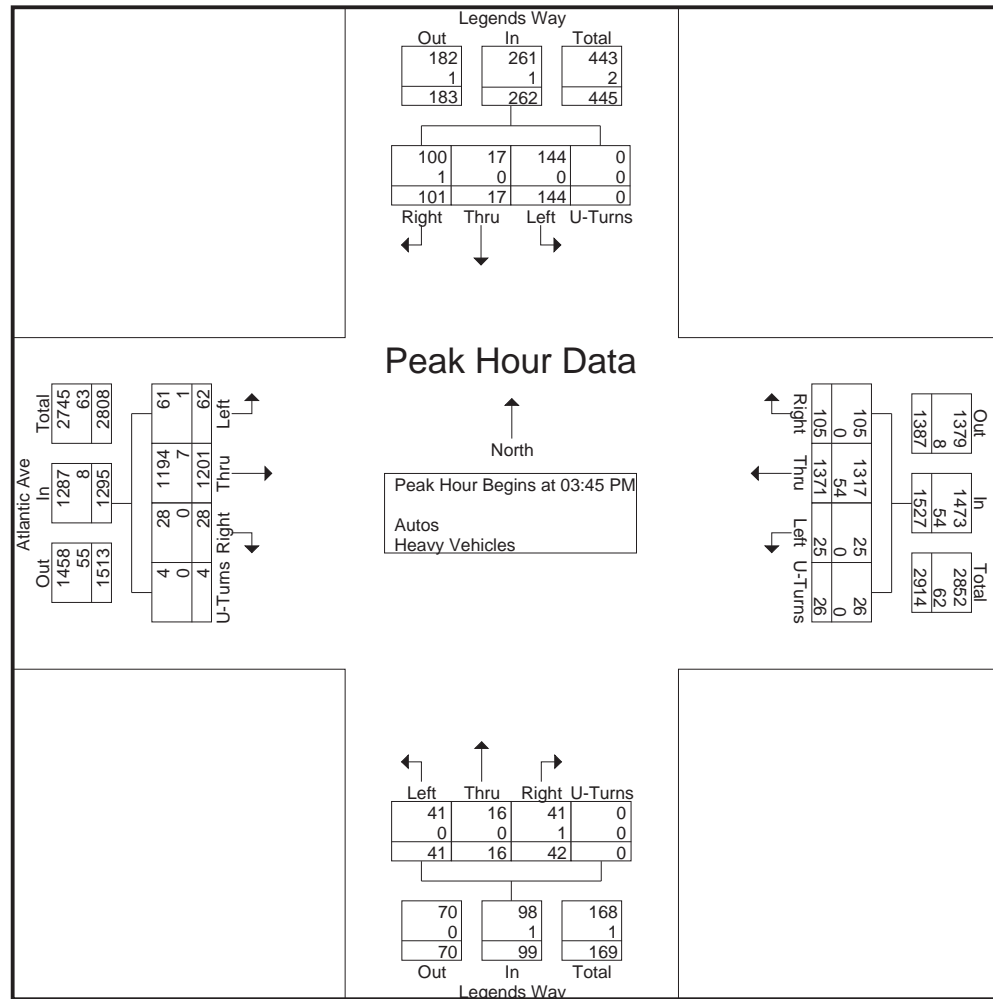
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	16	286	5	307	10	9	332	39	390	0	14	9	10	33	0	47	5	26	78	808
04:00 PM	0	20	293	7	320	7	6	351	17	381	0	6	4	15	25	0	52	6	33	91	817
04:15 PM	2	16	322	7	347	4	6	342	20	372	0	10	3	9	22	0	18	5	32	55	796
04:30 PM	2	10	300	9	321	5	4	346	29	384	0	11	0	8	19	0	27	1	10	38	762
Total Volume	4	62	1201	28	1295	26	25	1371	105	1527	0	41	16	42	99	0	144	17	101	262	3183
% App. Total	0.3	4.8	92.7	2.2		1.7	1.6	89.8	6.9		0	41.4	16.2	42.4		0	55	6.5	38.5		
PHF	.500	.775	.932	.778	.933	.650	.694	.976	.673	.979	.000	.732	.444	.700	.750	.000	.692	.708	.765	.720	.974
Autos	4	61	1194	28	1287	26	25	1317	105	1473	0	41	16	41	98	0	144	17	100	261	3119
% Autos	100	98.4	99.4	100	99.4	100	100	96.1	100	96.5	0	100	100	97.6	99.0	0	100	100	99.0	99.6	98.0
Heavy Vehicles	0	1	7	0	8	0	0	54	0	54	0	0	0	1	1	0	0	0	1	1	64
% Heavy Vehicles	0	1.6	0.6	0	0.6	0	0	3.9	0	3.5	0	0	0	2.4	1.0	0	0	0	1.0	0.4	2.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	12
06:15 AM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	9
06:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	10	0	10	0	0	21	0	21	0	0	0	0	0	0	0	0	1	1	32
07:00 AM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
07:15 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	0	6	0	6	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	13
07:45 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	1	1	0	1	0	1	2	13
Total	0	0	18	0	18	0	0	18	0	18	0	0	0	1	1	0	2	0	2	4	41
08:00 AM	0	0	8	0	8	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	19
08:15 AM	0	0	6	0	6	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	0	0	7	0	7	0	0	19	0	19	0	0	0	0	0	0	0	0	3	3	29
08:45 AM	0	1	3	0	4	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	15
Total	0	1	24	0	25	0	0	44	0	44	0	0	0	0	0	0	2	0	3	5	74
*** BREAK ***																					
03:00 PM	0	0	5	0	5	0	0	9	1	10	0	0	1	0	1	0	0	0	1	1	17
03:15 PM	0	0	6	0	6	0	0	10	0	10	0	0	0	0	0	0	2	0	0	2	18
03:30 PM	0	0	1	0	1	0	0	10	0	10	0	1	0	0	1	0	0	0	0	0	12
03:45 PM	0	0	2	0	2	0	0	16	0	16	0	0	0	0	0	0	0	0	1	1	19
Total	0	0	14	0	14	0	0	45	1	46	0	1	1	0	2	0	2	0	2	4	66
04:00 PM	0	1	1	0	2	0	0	14	0	14	0	0	0	1	1	0	0	0	0	0	17
04:15 PM	0	0	3	0	3	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	17
04:30 PM	0	0	1	0	1	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	13
Total	0	1	10	0	11	0	0	45	0	45	0	0	0	1	1	0	0	0	1	1	58

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	1	2	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
05:15 PM	0	0	4	0	4	1	0	6	0	7	0	0	0	2	2	0	0	0	0	0	13
05:30 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	8	1	10	1	0	23	0	24	0	0	0	2	2	0	0	0	0	0	36
Grand Total	0	3	84	1	88	1	0	196	1	198	0	1	1	4	6	0	6	0	9	15	307
Apprch %	0	3.4	95.5	1.1		0.5	0	99	0.5		0	16.7	16.7	66.7		0	40	0	60		
Total %	0	1	27.4	0.3	28.7	0.3	0	63.8	0.3	64.5	0	0.3	0.3	1.3	2	0	2	0	2.9	4.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2B- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	4	82	1	87	2	2	96	6	106	0	0	0	1	1	0	3	0	2	5	199
06:15 AM	0	4	100	2	106	1	5	118	6	130	0	2	0	0	2	0	1	1	2	4	242
06:30 AM	1	4	149	3	157	1	5	199	7	212	0	3	0	2	5	0	4	0	10	14	388
06:45 AM	1	8	260	5	274	2	11	233	7	253	0	0	0	1	1	0	8	1	10	19	547
Total	2	20	591	11	624	6	23	646	26	701	0	5	0	4	9	0	16	2	24	42	1376
07:00 AM	3	14	278	2	297	1	4	232	5	242	0	2	2	4	8	0	6	0	10	16	563
07:15 AM	3	8	343	5	359	3	2	258	13	276	0	5	1	8	14	0	7	0	9	16	665
07:30 AM	1	10	447	6	464	3	13	255	8	279	0	2	3	3	8	0	11	2	16	29	780
07:45 AM	2	9	581	6	598	1	8	289	10	308	0	4	2	6	12	0	13	4	6	23	941
Total	9	41	1649	19	1718	8	27	1034	36	1105	0	13	8	21	42	0	37	6	41	84	2949
08:00 AM	0	11	516	14	541	4	9	282	18	313	0	2	0	7	9	0	15	0	9	24	887
08:15 AM	1	31	515	9	556	6	8	266	17	297	0	5	0	4	9	0	8	2	8	18	880
08:30 AM	4	16	506	8	534	6	9	236	30	281	0	3	1	16	20	3	25	1	19	48	883
08:45 AM	4	17	448	12	481	1	11	223	19	254	0	5	0	3	8	0	19	2	12	33	776
Total	9	75	1985	43	2112	17	37	1007	84	1145	0	15	1	30	46	3	67	5	48	123	3426
*** BREAK ***																					
03:00 PM	2	15	323	3	343	11	3	270	31	315	0	11	3	18	32	0	37	8	18	63	753
03:15 PM	3	13	321	10	347	12	8	364	33	417	0	10	5	9	24	0	26	4	22	52	840
03:30 PM	1	13	343	9	366	7	13	346	37	403	0	5	6	13	24	0	33	7	23	63	856
03:45 PM	2	23	331	4	360	3	11	326	37	377	0	15	4	14	33	0	36	7	20	63	833
Total	8	64	1318	26	1416	33	35	1306	138	1512	0	41	18	54	113	0	132	26	83	241	3282
04:00 PM	7	24	331	6	368	9	3	360	23	395	0	18	4	23	45	0	39	5	29	73	881
04:15 PM	2	10	320	4	336	8	8	370	28	414	0	7	1	10	18	0	18	5	20	43	811
04:30 PM	1	18	276	8	303	7	4	361	29	401	0	4	1	8	13	0	24	2	28	54	771
04:45 PM	2	7	324	9	342	3	9	392	21	425	0	7	2	13	22	0	41	2	27	70	859
Total	12	59	1251	27	1349	27	24	1483	101	1635	0	36	8	54	98	0	122	14	104	240	3322

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

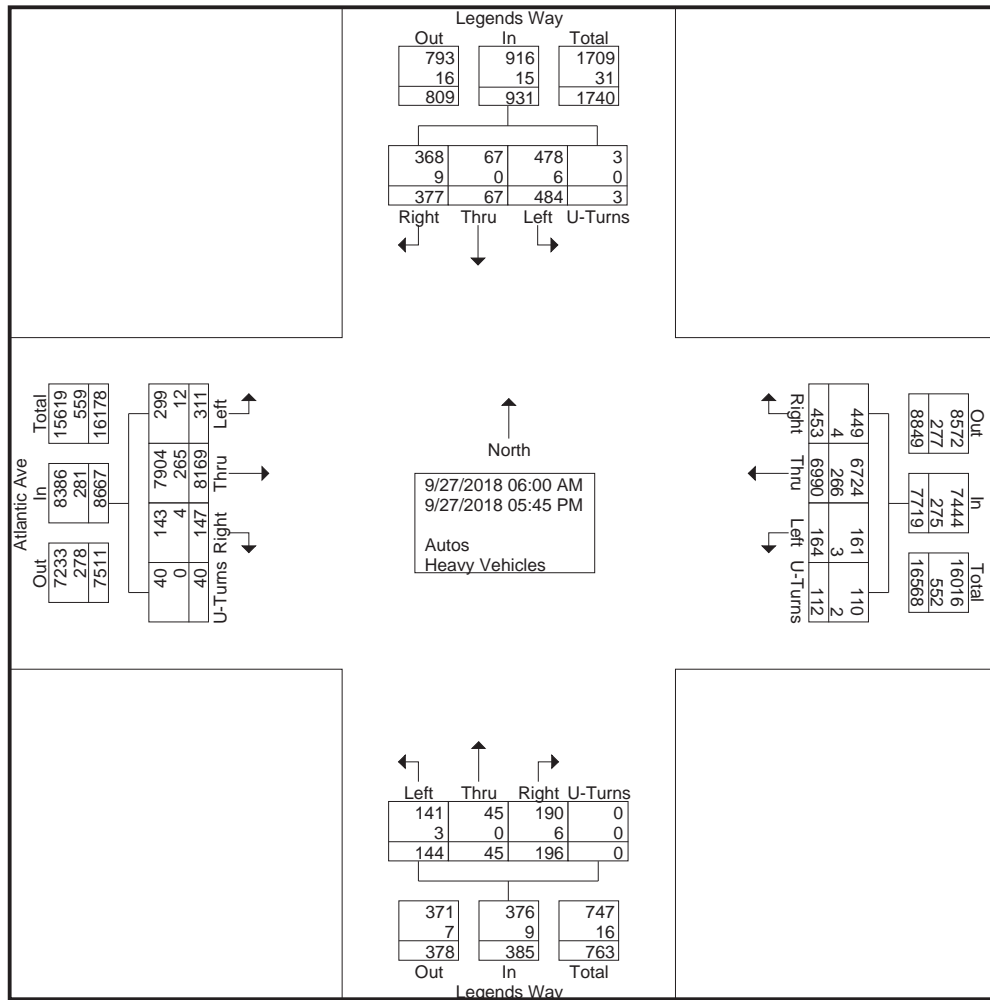
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	8	357	6	371	7	4	404	20	435	0	10	2	9	21	0	37	4	18	59	886
05:15 PM	0	14	364	4	382	5	4	391	16	416	0	11	2	13	26	0	25	4	26	55	879
05:30 PM	0	16	353	4	373	3	7	359	16	385	0	9	4	8	21	0	28	4	22	54	833
05:45 PM	0	14	301	7	322	6	3	360	16	385	0	4	2	3	9	0	20	2	11	33	749
Total	0	52	1375	21	1448	21	18	1514	68	1621	0	34	10	33	77	0	110	14	77	201	3347
Grand Total	40	311	8169	147	8667	112	164	6990	453	7719	0	144	45	196	385	3	484	67	377	931	17702
Apprch %	0.5	3.6	94.3	1.7		1.5	2.1	90.6	5.9		0	37.4	11.7	50.9		0.3	52	7.2	40.5		
Total %	0.2	1.8	46.1	0.8	49	0.6	0.9	39.5	2.6	43.6	0	0.8	0.3	1.1	2.2	0	2.7	0.4	2.1	5.3	
Autos	40	299	7904	143	8386	110	161	6724	449	7444	0	141	45	190	376	3	478	67	368	916	17122
% Autos	100	96.1	96.8	97.3	96.8	98.2	98.2	96.2	99.1	96.4	0	97.9	100	96.9	97.7	100	98.8	100	97.6	98.4	96.7
Heavy Vehicles	0	12	265	4	281	2	3	266	4	275	0	3	0	6	9	0	6	0	9	15	580
% Heavy Vehicles	0	3.9	3.2	2.7	3.2	1.8	1.8	3.8	0.9	3.6	0	2.1	0	3.1	2.3	0	1.2	0	2.4	1.6	3.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

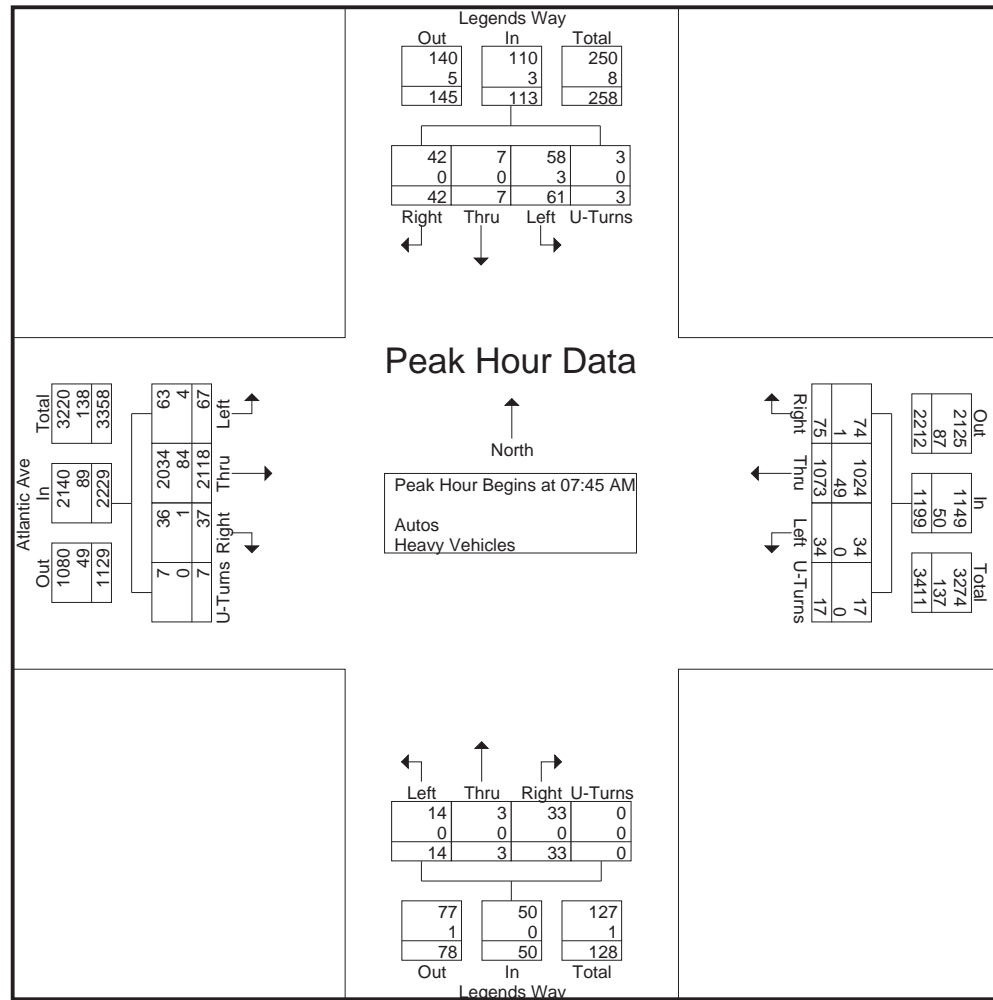
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	9	581	6	598	1	8	289	10	308	0	4	2	6	12	0	13	4	6	23	941
08:00 AM	0	11	516	14	541	4	9	282	18	313	0	2	0	7	9	0	15	0	9	24	887
08:15 AM	1	31	515	9	556	6	8	266	17	297	0	5	0	4	9	0	8	2	8	18	880
08:30 AM	4	16	506	8	534	6	9	236	30	281	0	3	1	16	20	3	25	1	19	48	883
Total Volume	7	67	2118	37	2229	17	34	1073	75	1199	0	14	3	33	50	3	61	7	42	113	3591
% App. Total	0.3	3	95	1.7		1.4	2.8	89.5	6.3		0	28	6	66		2.7	54	6.2	37.2		
PHF	.438	.540	.911	.661	.932	.708	.944	.928	.625	.958	.000	.700	.375	.516	.625	.250	.610	.438	.553	.589	.954
Autos	7	63	2034	36	2140	17	34	1024	74	1149	0	14	3	33	50	3	58	7	42	110	3449
% Autos	100	94.0	96.0	97.3	96.0	100	100	95.4	98.7	95.8	0	100	100	100	100	100	95.1	100	100	97.3	96.0
Heavy Vehicles	0	4	84	1	89	0	0	49	1	50	0	0	0	0	0	0	3	0	0	3	142
% Heavy Vehicles	0	6.0	4.0	2.7	4.0	0	0	4.6	1.3	4.2	0	0	0	0	0	0	4.9	0	0	2.7	4.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 6

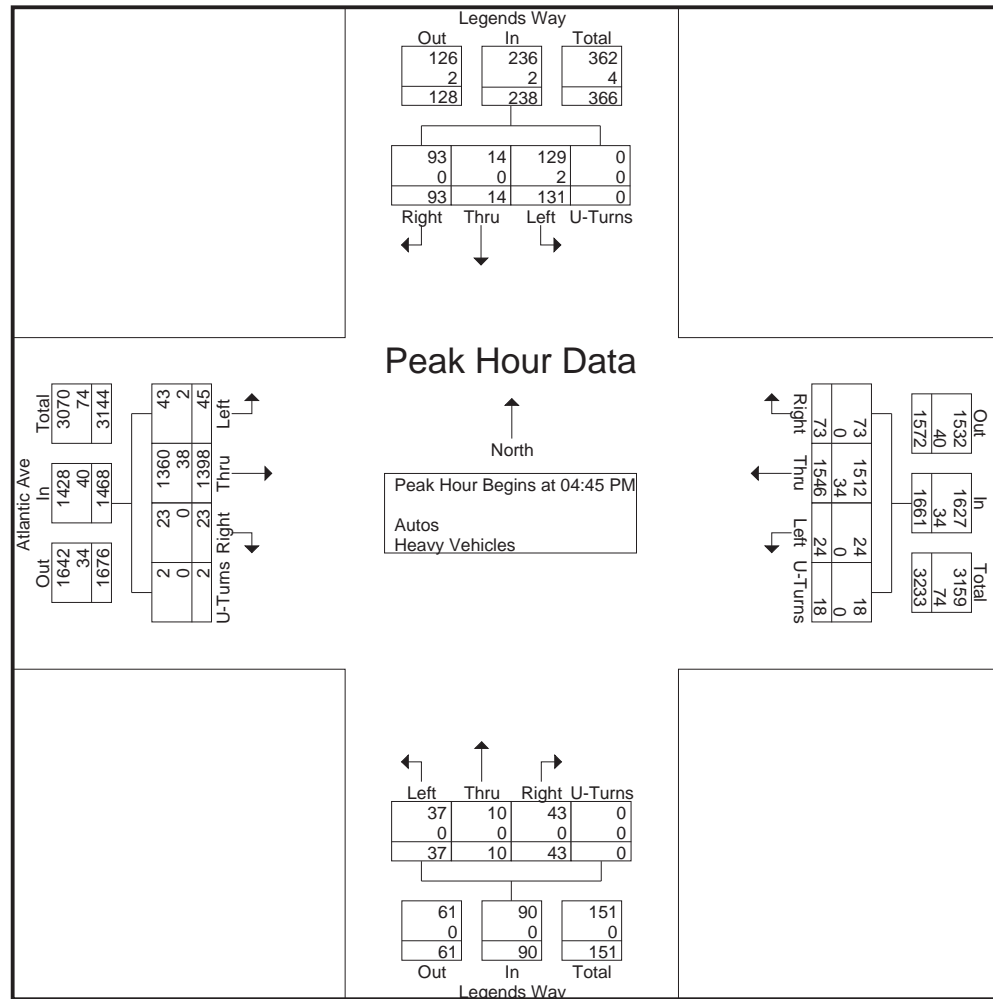
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	7	324	9	342	3	9	392	21	425	0	7	2	13	22	0	41	2	27	70	859
05:00 PM	0	8	357	6	371	7	4	404	20	435	0	10	2	9	21	0	37	4	18	59	886
05:15 PM	0	14	364	4	382	5	4	391	16	416	0	11	2	13	26	0	25	4	26	55	879
05:30 PM	0	16	353	4	373	3	7	359	16	385	0	9	4	8	21	0	28	4	22	54	833
Total Volume	2	45	1398	23	1468	18	24	1546	73	1661	0	37	10	43	90	0	131	14	93	238	3457
% App. Total	0.1	3.1	95.2	1.6		1.1	1.4	93.1	4.4		0	41.1	11.1	47.8		0	55	5.9	39.1		
PHF	.250	.703	.960	.639	.961	.643	.667	.957	.869	.955	.000	.841	.625	.827	.865	.000	.799	.875	.861	.850	.975
Autos	2	43	1360	23	1428	18	24	1512	73	1627	0	37	10	43	90	0	129	14	93	236	3381
% Autos	100	95.6	97.3	100	97.3	100	100	97.8	100	98.0	0	100	100	100	100	0	98.5	100	100	99.2	97.8
Heavy Vehicles	0	2	38	0	40	0	0	34	0	34	0	0	0	0	0	0	2	0	0	2	76
% Heavy Vehicles	0	4.4	2.7	0	2.7	0	0	2.2	0	2.0	0	0	0	0	0	0	1.5	0	0	0.8	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	1	2	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	7	0	7	1	0	5	1	7	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	7	0	8	1	0	6	0	7	0	0	0	0	0	0	0	0	2	2	2
06:45 AM	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	1
Total	0	2	22	0	24	2	0	24	1	27	0	0	0	0	0	0	0	0	3	3	3
07:00 AM	0	1	9	0	10	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	7	1	8	0	0	7	0	7	0	0	0	1	1	0	1	0	1	2	2
07:30 AM	0	0	11	0	11	0	1	7	0	8	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	2	18	0	20	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	45	1	49	0	1	34	0	35	0	0	0	1	1	0	1	0	2	3	3
08:00 AM	0	2	29	0	31	0	0	10	1	11	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	18	0	18	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	19	1	20	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	2	24	0	26	0	0	18	1	19	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	90	1	95	0	0	52	2	54	0	0	0	0	0	0	3	0	0	3	3
*** BREAK ***																					
03:00 PM	0	1	8	1	10	0	0	9	0	9	0	1	0	2	3	0	0	0	1	1	2
03:15 PM	0	0	7	1	8	0	1	27	0	28	0	0	0	1	1	0	0	0	1	1	2
03:30 PM	0	0	8	0	8	0	0	21	0	21	0	0	0	0	0	0	0	0	1	1	2
03:45 PM	0	0	9	0	9	0	0	11	1	12	0	2	0	0	2	0	0	0	1	1	2
Total	0	1	32	2	35	0	1	68	1	70	0	3	0	3	6	0	0	0	4	4	4
04:00 PM	0	0	20	0	20	0	1	14	0	15	0	0	0	1	1	0	0	0	0	0	2
04:15 PM	0	0	10	0	10	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	2	0	2	0	0	10	0	10	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	10	0	10	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	42	0	42	0	1	55	0	56	0	0	0	2	2	0	0	0	0	0	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	1	11	0	12	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	20
05:15 PM	0	1	11	0	12	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	21
05:30 PM	0	0	6	0	6	0	0	8	0	8	0	0	0	0	0	0	1	0	0	1	15
05:45 PM	0	0	6	0	6	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	15
Total	0	2	34	0	36	0	0	33	0	33	0	0	0	0	0	0	2	0	0	2	71
Grand Total	0	12	265	4	281	2	3	266	4	275	0	3	0	6	9	0	6	0	9	15	580
Apprch %	0	4.3	94.3	1.4		0.7	1.1	96.7	1.5		0	33.3	0	66.7		0	40	0	60		
Total %	0	2.1	45.7	0.7	48.4	0.3	0.5	45.9	0.7	47.4	0	0.5	0	1	1.6	0	1	0	1.6	2.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 2C- Legends Way & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Legends Way Northbound					Legends Way Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	5
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:15 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Grand Total	5	0	0	0	5	2	0	0	0	2	5	0	0	0	5	2	0	0	0	2	14
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	35.7	0	0	0	35.7	14.3	0	0	0	14.3	35.7	0	0	0	35.7	14.3	0	0	0	14.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	1	0	76	0	77	0	0	90	2	92	0	0	0	0	0	1	1	0	6	8	177
06:15 AM	4	2	101	0	107	0	0	127	1	128	0	0	0	0	0	0	2	0	3	5	240
06:30 AM	6	5	165	0	176	0	0	183	2	185	0	0	0	0	0	0	3	0	5	8	369
06:45 AM	7	1	253	0	261	0	0	228	2	230	0	0	0	0	0	0	4	0	5	9	500
Total	18	8	595	0	621	0	0	628	7	635	0	0	0	0	0	1	10	0	19	30	1286
07:00 AM	8	4	293	0	305	0	0	328	7	335	0	0	0	0	0	0	10	0	18	28	668
07:15 AM	5	2	381	0	388	0	0	223	3	226	0	0	0	0	0	0	6	0	9	15	629
07:30 AM	13	6	502	0	521	0	0	229	2	231	0	0	0	0	0	0	8	0	6	14	766
07:45 AM	11	4	512	0	527	0	0	241	4	245	0	0	0	0	0	2	5	0	6	13	785
Total	37	16	1688	0	1741	0	0	1021	16	1037	0	0	0	0	0	2	29	0	39	70	2848
08:00 AM	9	4	505	0	518	0	0	244	3	247	0	0	0	0	0	1	15	0	3	19	784
08:15 AM	7	5	512	0	524	0	0	253	8	261	0	0	0	0	0	1	9	0	10	20	805
08:30 AM	6	7	486	0	499	0	0	216	10	226	0	0	0	0	0	0	19	0	6	25	750
08:45 AM	9	6	499	0	514	0	0	225	16	241	0	0	0	0	0	0	9	0	11	20	775
Total	31	22	2002	0	2055	0	0	938	37	975	0	0	0	0	0	2	52	0	30	84	3114
*** BREAK ***																					
03:00 PM	5	7	290	0	302	0	0	306	4	310	0	0	0	0	0	0	11	0	3	14	626
03:15 PM	6	5	324	0	335	0	0	322	3	325	0	0	0	0	0	0	8	0	7	15	675
03:30 PM	3	8	314	0	325	0	0	315	3	318	0	0	0	0	0	0	11	0	5	16	659
03:45 PM	4	6	324	0	334	0	0	319	5	324	0	0	0	0	0	0	12	0	8	20	678
Total	18	26	1252	0	1296	0	0	1262	15	1277	0	0	0	0	0	0	42	0	23	65	2638
04:00 PM	4	7	326	0	337	0	0	308	7	315	0	0	0	0	0	0	10	0	9	19	671
04:15 PM	6	8	343	0	357	0	0	349	3	352	0	0	0	0	0	0	14	0	5	19	728
04:30 PM	6	9	323	0	338	0	0	368	4	372	0	0	0	0	0	0	13	0	9	22	732
04:45 PM	2	5	322	0	329	0	0	370	7	377	0	0	0	0	0	0	13	0	7	20	726
Total	18	29	1314	0	1361	0	0	1395	21	1416	0	0	0	0	0	0	50	0	30	80	2857

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

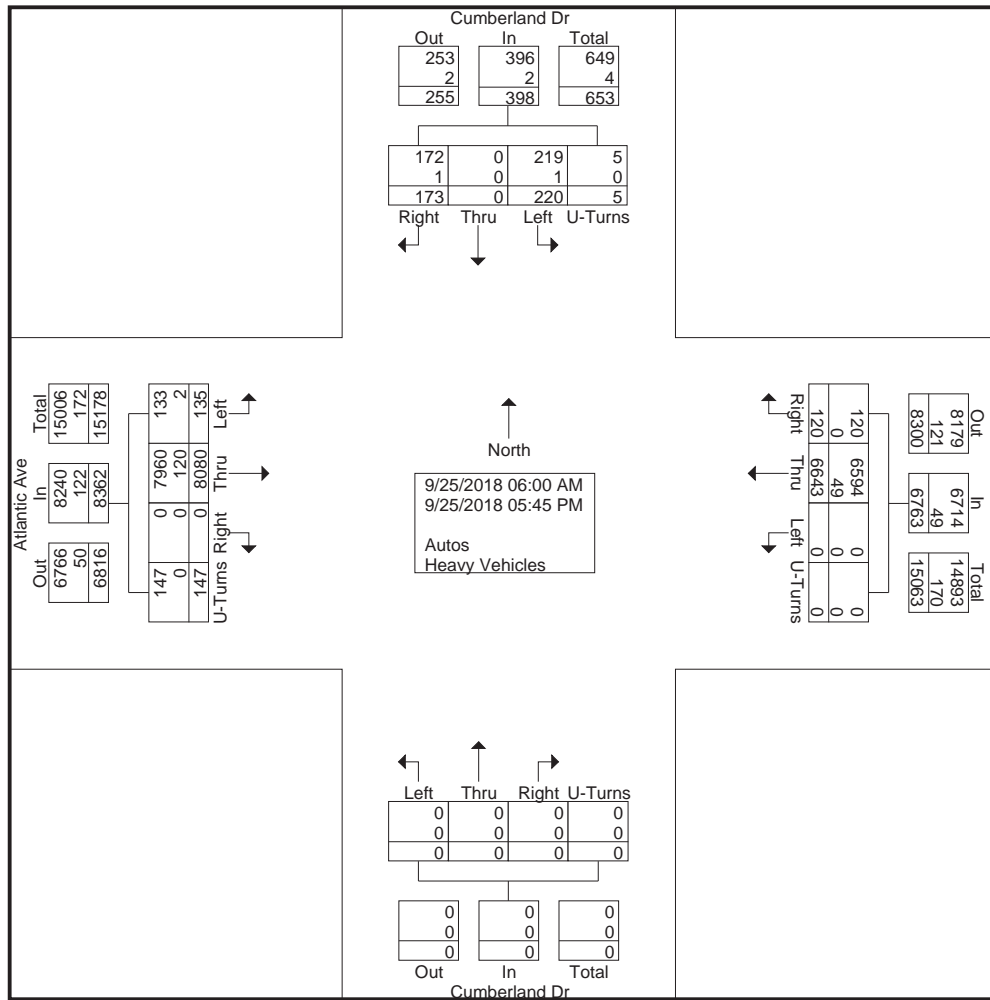
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	9	7	337	0	353	0	0	389	6	395	0	0	0	0	0	0	8	0	14	22	770
05:15 PM	5	13	314	0	332	0	0	330	4	334	0	0	0	0	0	0	10	0	7	17	683
05:30 PM	6	5	309	0	320	0	0	336	9	345	0	0	0	0	0	0	11	0	5	16	681
05:45 PM	5	9	269	0	283	0	0	344	5	349	0	0	0	0	0	0	8	0	6	14	646
Total	25	34	1229	0	1288	0	0	1399	24	1423	0	0	0	0	0	0	37	0	32	69	2780
Grand Total	147	135	8080	0	8362	0	0	6643	120	6763	0	0	0	0	0	5	220	0	173	398	15523
Apprch %	1.8	1.6	96.6	0		0	0	98.2	1.8		0	0	0	0		1.3	55.3	0	43.5		
Total %	0.9	0.9	52.1	0	53.9	0	0	42.8	0.8	43.6	0	0	0	0	0	0	1.4	0	1.1	2.6	
Autos	147	133	7960	0	8240	0	0	6594	120	6714	0	0	0	0	0	5	219	0	172	396	15350
% Autos	100	98.5	98.5	0	98.5	0	0	99.3	100	99.3	0	0	0	0	0	100	99.5	0	99.4	99.5	98.9
Heavy Vehicles	0	2	120	0	122	0	0	49	0	49	0	0	0	0	0	0	1	0	1	2	173
% Heavy Vehicles	0	1.5	1.5	0	1.5	0	0	0.7	0	0.7	0	0	0	0	0	0	0.5	0	0.6	0.5	1.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 3

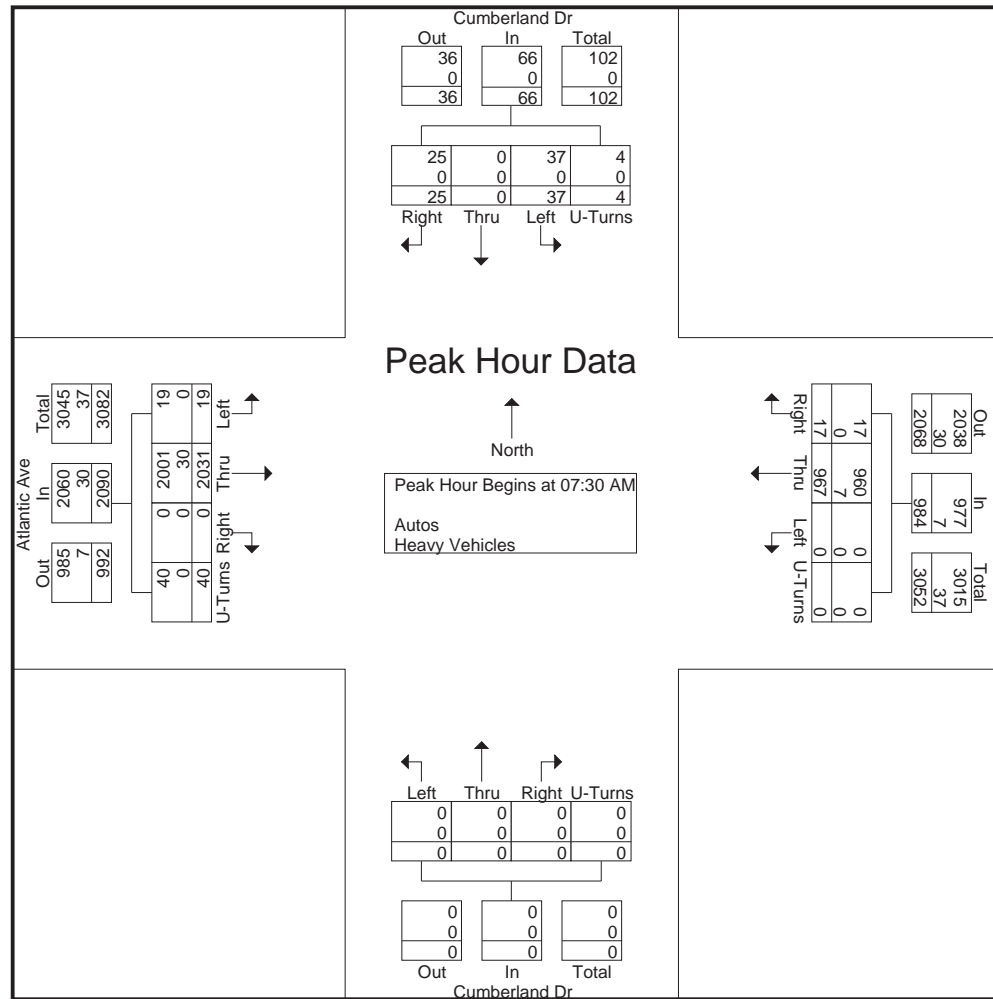


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

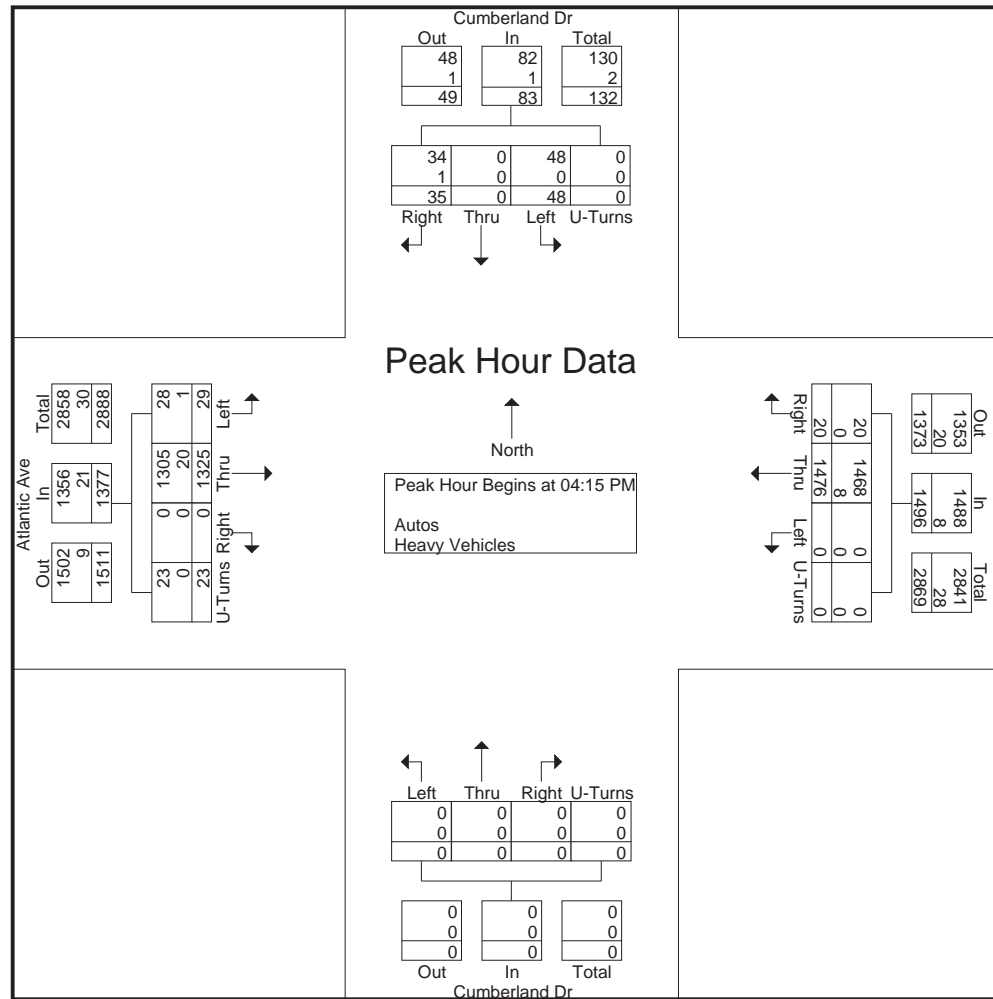
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	8	343	0	357	0	0	349	3	352	0	0	0	0	0	0	14	0	5	19	728
04:30 PM	6	9	323	0	338	0	0	368	4	372	0	0	0	0	0	0	13	0	9	22	732
04:45 PM	2	5	322	0	329	0	0	370	7	377	0	0	0	0	0	0	13	0	7	20	726
05:00 PM	9	7	337	0	353	0	0	389	6	395	0	0	0	0	0	0	8	0	14	22	770
Total Volume	23	29	1325	0	1377	0	0	1476	20	1496	0	0	0	0	0	0	48	0	35	83	2956
% App. Total	1.7	2.1	96.2	0		0	0	98.7	1.3		0	0	0	0	0	0	57.8	0	42.2		
PHF	.639	.806	.966	.000	.964	.000	.000	.949	.714	.947	.000	.000	.000	.000	.000	.000	.857	.000	.625	.943	.960
Autos	23	28	1305	0	1356	0	0	1468	20	1488	0	0	0	0	0	0	48	0	34	82	2926
% Autos	100	96.6	98.5	0	98.5	0	0	99.5	100	99.5	0	0	0	0	0	0	100	0	97.1	98.8	99.0
Heavy Vehicles	0	1	20	0	21	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	30
% Heavy Vehicles	0	3.4	1.5	0	1.5	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	2.9	1.2	1.0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	5	0	6	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	11	0	12	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	26	0	26	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	8	0	8	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
08:45 AM	0	0	14	0	14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	39	0	39	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	47
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
03:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	11	0	11	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	14
04:00 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	1	5	0	6	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	9
04:30 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	1	21	0	22	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	29

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	12	0	12	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	120	0	122	0	0	49	0	49	0	0	0	0	0	0	1	0	1	2	173
Apprch %	0	1.6	98.4	0		0	0	100	0		0	0	0	0		0	50	0	50		
Total %	0	1.2	69.4	0	70.5	0	0	28.3	0	28.3	0	0	0	0	0	0	0.6	0	0.6	1.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3A- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Dr Northbound					Cumberland Dr Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	2	1	74	0	77	0	0	92	1	93	0	0	0	0	0	0	2	0	1	3	173
06:15 AM	2	1	96	0	99	0	0	123	1	124	0	0	0	0	0	0	3	0	5	8	231
06:30 AM	3	1	174	0	178	0	0	158	1	159	0	0	0	0	0	0	3	0	6	9	346
06:45 AM	7	2	234	0	243	0	0	205	3	208	0	0	0	0	0	0	2	0	10	12	463
Total	14	5	578	0	597	0	0	578	6	584	0	0	0	0	0	0	10	0	22	32	1213
07:00 AM	13	6	276	0	295	0	0	207	9	216	0	0	0	0	0	0	3	0	4	7	518
07:15 AM	12	2	354	0	368	0	0	249	5	254	0	0	0	0	0	0	7	0	7	14	636
07:30 AM	11	4	512	0	527	0	0	269	1	270	0	0	0	0	0	0	6	0	6	12	809
07:45 AM	13	3	546	0	562	0	0	262	5	267	0	0	0	0	0	0	10	0	5	15	844
Total	49	15	1688	0	1752	0	0	987	20	1007	0	0	0	0	0	0	26	0	22	48	2807
08:00 AM	7	2	523	0	532	0	0	263	9	272	0	0	0	0	0	0	14	0	4	18	822
08:15 AM	8	18	497	0	523	0	0	270	14	284	0	0	0	0	0	0	6	0	5	11	818
08:30 AM	9	5	442	0	456	0	0	236	12	248	0	0	0	0	0	0	26	0	9	35	739
08:45 AM	12	5	469	0	486	0	0	260	9	269	0	0	0	0	0	0	17	0	6	23	778
Total	36	30	1931	0	1997	0	0	1029	44	1073	0	0	0	0	0	0	63	0	24	87	3157
*** BREAK ***																					
03:00 PM	10	9	301	0	320	0	0	362	9	371	0	0	0	0	0	0	10	0	7	17	708
03:15 PM	6	7	311	0	324	0	0	358	8	366	0	0	0	0	0	0	12	0	5	17	707
03:30 PM	7	10	348	0	365	0	0	373	12	385	0	0	0	0	0	0	9	0	9	18	768
03:45 PM	6	8	339	0	353	0	0	370	11	381	0	0	0	0	0	0	12	0	9	21	755
Total	29	34	1299	0	1362	0	0	1463	40	1503	0	0	0	0	0	0	43	0	30	73	2938
04:00 PM	11	7	371	0	389	0	0	385	8	393	0	0	0	0	0	0	15	0	11	26	808
04:15 PM	9	9	366	0	384	0	0	347	15	362	0	0	0	0	0	0	14	0	12	26	772
04:30 PM	11	8	360	0	379	0	0	339	5	344	0	0	0	0	0	0	17	0	8	25	748
04:45 PM	8	6	311	0	325	0	0	376	6	382	0	0	0	0	0	0	8	0	8	16	723
Total	39	30	1408	0	1477	0	0	1447	34	1481	0	0	0	0	0	0	54	0	39	93	3051

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

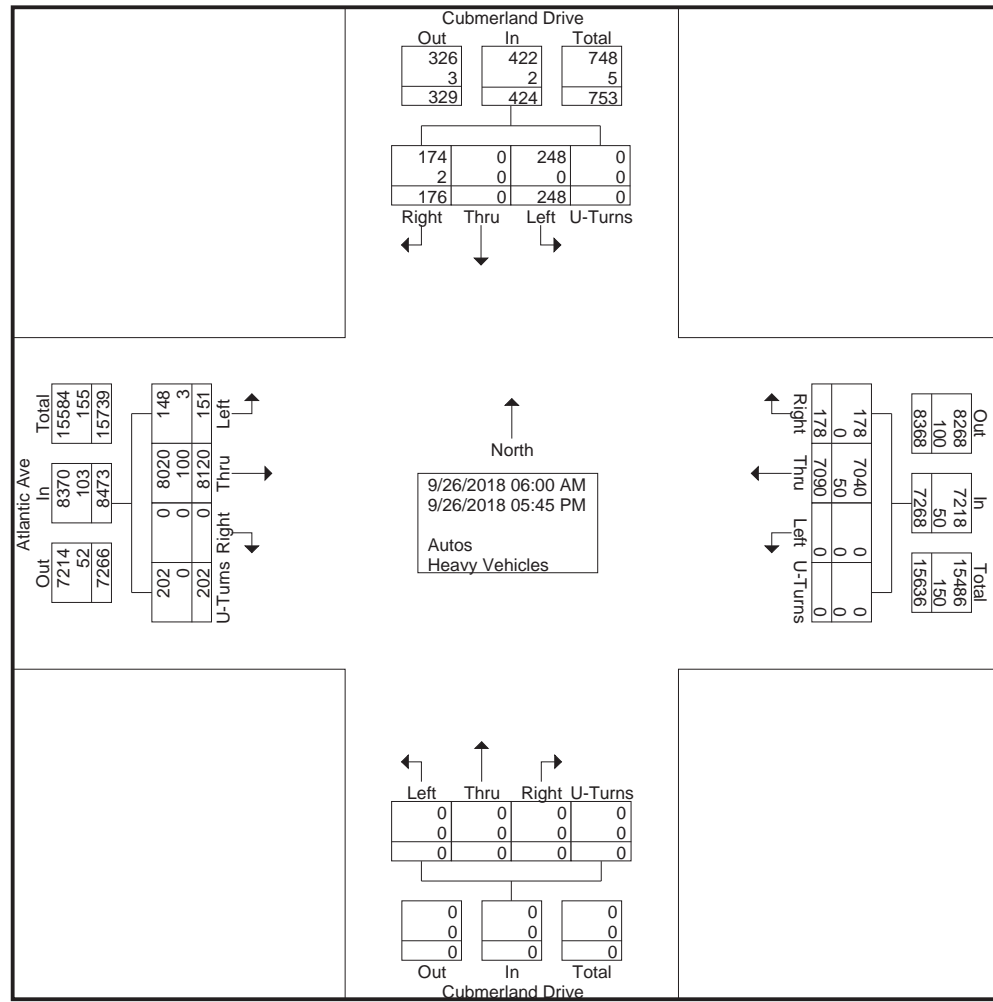
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	6	11	311	0	328	0	0	388	10	398	0	0	0	0	0	0	16	0	14	30	756
05:15 PM	8	10	350	0	368	0	0	355	6	361	0	0	0	0	0	0	14	0	6	20	749
05:30 PM	5	5	275	0	285	0	0	403	8	411	0	0	0	0	0	0	14	0	9	23	719
05:45 PM	16	11	280	0	307	0	0	440	10	450	0	0	0	0	0	0	8	0	10	18	775
Total	35	37	1216	0	1288	0	0	1586	34	1620	0	0	0	0	0	0	52	0	39	91	2999
Grand Total	202	151	8120	0	8473	0	0	7090	178	7268	0	0	0	0	0	0	248	0	176	424	16165
Apprch %	2.4	1.8	95.8	0		0	0	97.6	2.4		0	0	0	0	0	0	58.5	0	41.5		
Total %	1.2	0.9	50.2	0	52.4	0	0	43.9	1.1	45	0	0	0	0	0	0	1.5	0	1.1	2.6	
Autos	202	148	8020	0	8370	0	0	7040	178	7218	0	0	0	0	0	0	248	0	174	422	16010
% Autos	100	98	98.8	0	98.8	0	0	99.3	100	99.3	0	0	0	0	0	0	100	0	98.9	99.5	99
Heavy Vehicles	0	3	100	0	103	0	0	50	0	50	0	0	0	0	0	0	0	0	2	2	155
% Heavy Vehicles	0	2	1.2	0	1.2	0	0	0.7	0	0.7	0	0	0	0	0	0	0	0	1.1	0.5	1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 3

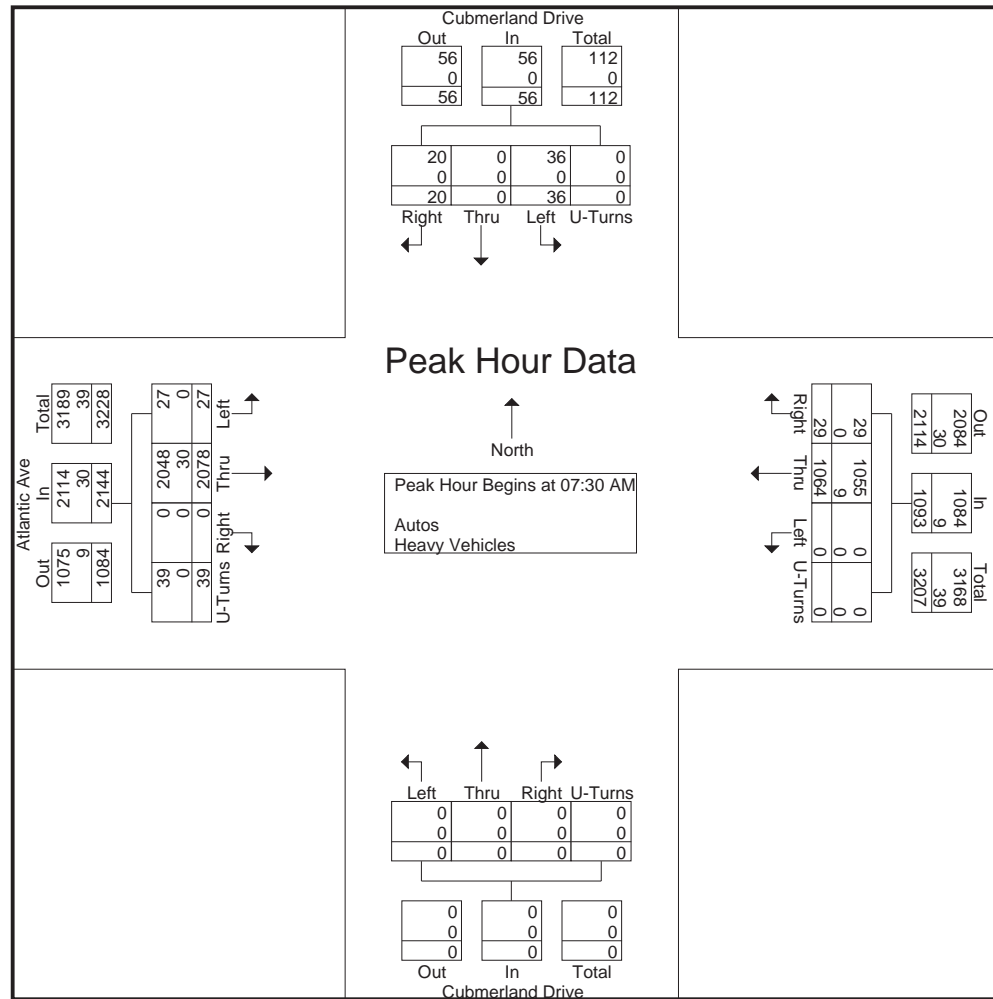


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 6

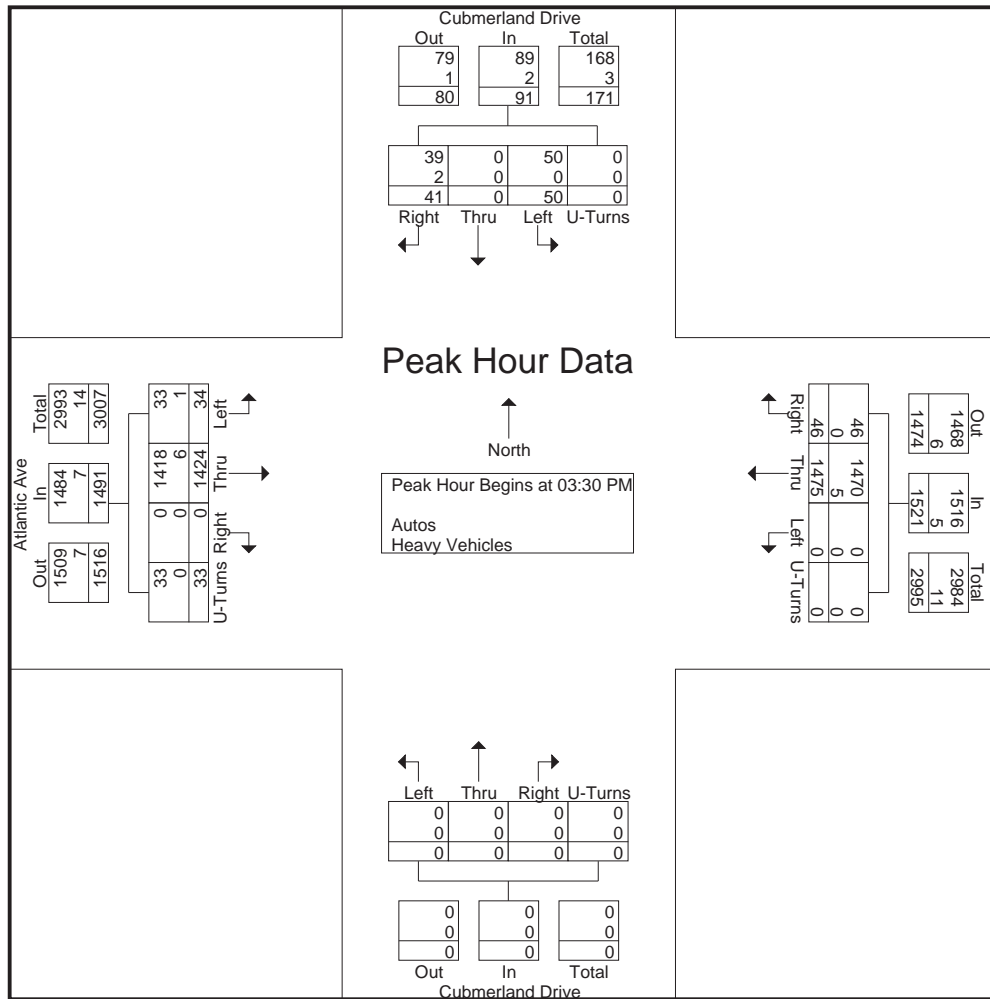
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	7	10	348	0	365	0	0	373	12	385	0	0	0	0	0	0	9	0	9	18	768
03:45 PM	6	8	339	0	353	0	0	370	11	381	0	0	0	0	0	0	12	0	9	21	755
04:00 PM	11	7	371	0	389	0	0	385	8	393	0	0	0	0	0	0	15	0	11	26	808
04:15 PM	9	9	366	0	384	0	0	347	15	362	0	0	0	0	0	0	14	0	12	26	772
Total Volume	33	34	1424	0	1491	0	0	1475	46	1521	0	0	0	0	0	0	50	0	41	91	3103
% App. Total	2.2	2.3	95.5	0		0	0	97	3		0	0	0	0		0	54.9	0	45.1		
PHF	.750	.850	.960	.000	.958	.000	.000	.958	.767	.968	.000	.000	.000	.000	.000	.000	.833	.000	.854	.875	.960
Autos	33	33	1418	0	1484	0	0	1470	46	1516	0	0	0	0	0	0	50	0	39	89	3089
% Autos	100	97.1	99.6	0	99.5	0	0	99.7	100	99.7	0	0	0	0	0	0	100	0	95.1	97.8	99.5
Heavy Vehicles	0	1	6	0	7	0	0	5	0	5	0	0	0	0	0	0	0	0	2	2	14
% Heavy Vehicles	0	2.9	0.4	0	0.5	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	4.9	2.2	0.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	3	0	3	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	13
06:15 AM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	9
06:30 AM	0	1	3	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
06:45 AM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	11
Total	0	1	16	0	17	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	39
07:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	11	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	25	0	25	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	30
08:00 AM	0	0	7	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	13
08:30 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
08:45 AM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	26	0	26	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	38
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
04:00 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	5
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	7	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8
Total	0	1	12	0	13	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	19

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	16	0	17	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	100	0	103	0	0	50	0	50	0	0	0	0	0	0	0	0	2	2	155
Apprch %	0	2.9	97.1	0		0	0	100	0		0	0	0	0		0	0	0	100		
Total %	0	1.9	64.5	0	66.5	0	0	32.3	0	32.3	0	0	0	0	0	0	0	0	1.3	1.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3B- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		100

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	4	0	89	0	93	0	0	93	1	94	0	0	0	0	0	0	1	0	2	3	190
06:15 AM	5	2	100	0	107	0	0	149	2	151	0	0	0	0	0	0	3	0	8	11	269
06:30 AM	4	3	154	0	161	0	0	162	2	164	0	0	0	0	0	0	2	0	5	7	332
06:45 AM	5	3	264	0	272	0	0	249	2	251	0	0	0	0	0	0	5	0	9	14	537
Total	18	8	607	0	633	0	0	653	7	660	0	0	0	0	0	0	11	0	24	35	1328
07:00 AM	11	1	317	0	329	0	0	214	2	216	0	0	0	0	0	0	4	0	8	12	557
07:15 AM	15	2	354	0	371	0	0	215	6	221	0	0	0	0	0	0	7	0	7	14	606
07:30 AM	12	1	460	0	473	0	0	251	3	254	0	0	0	0	0	0	4	0	5	9	736
07:45 AM	11	4	481	0	496	0	0	221	9	230	0	0	0	0	0	0	14	0	8	22	748
Total	49	8	1612	0	1669	0	0	901	20	921	0	0	0	0	0	0	29	0	28	57	2647
08:00 AM	10	9	446	0	465	0	0	274	6	280	0	0	0	0	0	0	9	0	7	16	761
08:15 AM	9	4	462	0	475	0	0	281	10	291	0	0	0	0	0	0	7	0	10	17	783
08:30 AM	7	4	474	0	485	0	0	218	6	224	0	0	0	0	0	0	13	0	19	32	741
08:45 AM	22	16	473	0	511	0	0	244	6	250	0	0	0	0	0	0	12	0	12	24	785
Total	48	33	1855	0	1936	0	0	1017	28	1045	0	0	0	0	0	0	41	0	48	89	3070
*** BREAK ***																					
03:00 PM	2	5	312	0	319	0	0	360	7	367	0	0	0	0	0	0	9	0	5	14	700
03:15 PM	1	9	305	0	315	0	0	363	9	372	0	0	0	0	0	0	7	0	7	14	701
03:30 PM	3	9	313	0	325	0	0	366	9	375	0	0	0	0	0	0	9	0	8	17	717
03:45 PM	5	5	317	0	327	0	0	376	6	382	0	0	0	0	0	0	10	0	9	19	728
Total	11	28	1247	0	1286	0	0	1465	31	1496	0	0	0	0	0	0	35	0	29	64	2846
04:00 PM	3	5	324	0	332	0	0	393	8	401	0	0	0	0	0	0	13	0	6	19	752
04:15 PM	6	8	325	0	339	0	0	365	10	375	0	0	0	0	0	0	10	0	9	19	733
04:30 PM	8	7	275	0	290	0	0	385	9	394	0	0	0	0	0	0	12	0	7	19	703
04:45 PM	8	12	312	0	332	1	0	438	16	455	0	0	0	0	0	0	8	0	6	14	801
Total	25	32	1236	0	1293	1	0	1581	43	1625	0	0	0	0	0	0	43	0	28	71	2989

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	6	7	312	0	325	0	0	408	9	417	0	0	0	0	0	0	8	0	13	21	763
05:15 PM	6	13	392	0	411	0	0	411	5	416	0	0	0	0	0	0	11	0	7	18	845
05:30 PM	3	6	297	0	306	0	0	413	7	420	0	0	0	0	0	0	15	0	7	22	748
05:45 PM	9	6	279	0	294	0	0	384	7	391	0	0	0	0	0	0	7	0	6	13	698
Total	24	32	1280	0	1336	0	0	1616	28	1644	0	0	0	0	0	0	41	0	33	74	3054
Grand Total	175	141	7837	0	8153	1	0	7233	157	7391	0	0	0	0	0	0	200	0	190	390	15934
Apprch %	2.1	1.7	96.1	0		0	0	97.9	2.1		0	0	0	0	0	0	51.3	0	48.7		
Total %	1.1	0.9	49.2	0	51.2	0	0	45.4	1	46.4	0	0	0	0	0	0	1.3	0	1.2	2.4	
Autos	175	137	7703	0	8015	1	0	7178	156	7335	0	0	0	0	0	0	199	0	186	385	15735
% Autos	100	97.2	98.3	0	98.3	100	0	99.2	99.4	99.2	0	0	0	0	0	0	99.5	0	97.9	98.7	98.8
Heavy Vehicles	0	4	134	0	138	0	0	55	1	56	0	0	0	0	0	0	1	0	4	5	199
% Heavy Vehicles	0	2.8	1.7	0	1.7	0	0	0.8	0.6	0.8	0	0	0	0	0	0	0.5	0	2.1	1.3	1.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

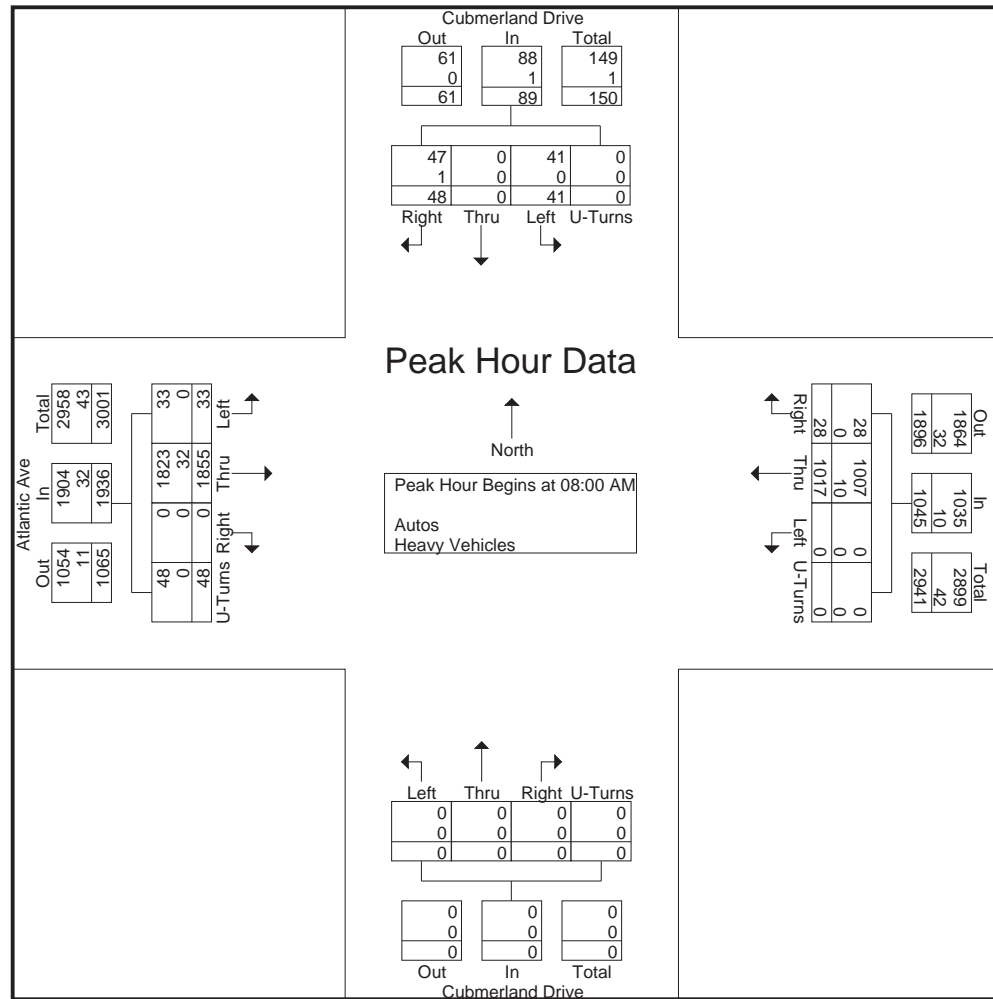
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	10	9	446	0	465	0	0	274	6	280	0	0	0	0	0	0	9	0	7	16	761
08:15 AM	9	4	462	0	475	0	0	281	10	291	0	0	0	0	0	0	7	0	10	17	783
08:30 AM	7	4	474	0	485	0	0	218	6	224	0	0	0	0	0	0	13	0	19	32	741
08:45 AM	22	16	473	0	511	0	0	244	6	250	0	0	0	0	0	0	12	0	12	24	785
Total Volume	48	33	1855	0	1936	0	0	1017	28	1045	0	0	0	0	0	0	41	0	48	89	3070
% App. Total	2.5	1.7	95.8	0		0	0	97.3	2.7		0	0	0	0	0	0	46.1	0	53.9		
PHF	.545	.516	.978	.000	.947	.000	.000	.905	.700	.898	.000	.000	.000	.000	.000	.000	.788	.000	.632	.695	.978
Autos	48	33	1823	0	1904	0	0	1007	28	1035	0	0	0	0	0	0	41	0	47	88	3027
% Autos	100	100	98.3	0	98.3	0	0	99.0	100	99.0	0	0	0	0	0	0	100	0	97.9	98.9	98.6
Heavy Vehicles	0	0	32	0	32	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	43
% Heavy Vehicles	0	0	1.7	0	1.7	0	0	1.0	0	1.0	0	0	0	0	0	0	0	0	2.1	1.1	1.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 5

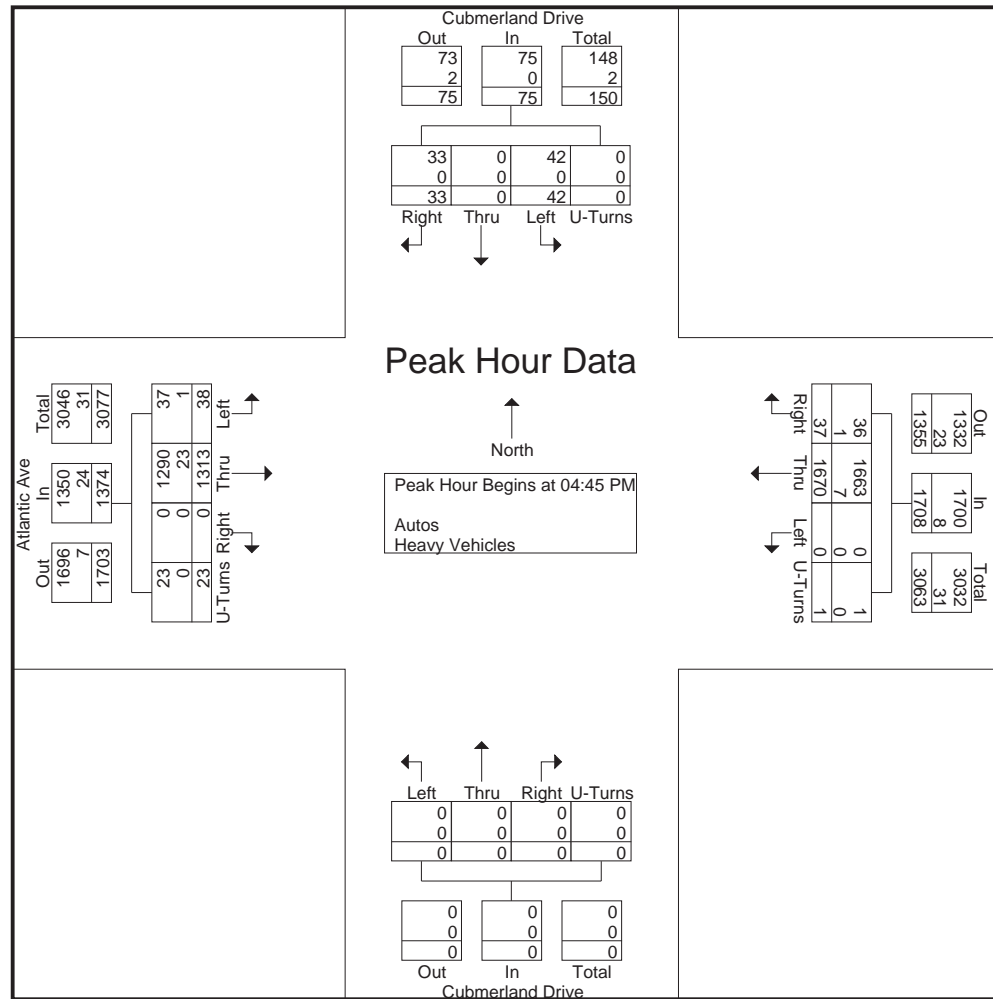


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
06:00 AM	0	0	1	0	1	0	0	7	0	7	0	0	0	0	0	0	1	0	0	0	1	9
06:15 AM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	15	0	15	0	0	15	0	15	0	0	0	0	0	0	1	0	0	1	31	
07:00 AM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	10
07:45 AM	0	1	7	0	8	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	1	25	0	26	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	33	
08:00 AM	0	0	8	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	11
08:15 AM	0	0	8	0	8	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	14
08:30 AM	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	
08:45 AM	0	0	10	0	10	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11	
Total	0	0	32	0	32	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	43	
*** BREAK ***																						
03:00 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7	
03:15 PM	0	1	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	
03:30 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7	
03:45 PM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	9	
Total	0	1	20	0	21	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	28	
04:00 PM	0	0	10	0	10	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	14	
04:15 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	6	
04:30 PM	0	1	2	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5	
04:45 PM	0	0	6	0	6	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	9	
Total	0	1	20	0	21	0	0	10	1	11	0	0	0	0	0	0	0	0	2	2	34	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
05:00 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	1	9	0	10	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	12
05:30 PM	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	7
Total	0	1	22	0	23	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	1	30
Grand Total	0	4	134	0	138	0	0	55	1	56	0	0	0	0	0	0	1	0	4	5	199	
Apprch %	0	2.9	97.1	0		0	0	98.2	1.8		0	0	0	0	0	0	20	0	80			
Total %	0	2	67.3	0	69.3	0	0	27.6	0.5	28.1	0	0	0	0	0	0	0.5	0	2	2.5		

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 3C- Cumberland Dr & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Cumberland Drive Northbound					Cumberland Drive Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	76	2	78	0	0	90	0	90	1	2	0	3	6	0	0	0	0	0	0
06:15 AM	0	0	109	0	109	0	0	136	0	136	0	3	0	3	6	0	0	0	0	0	0
06:30 AM	0	0	182	1	183	0	2	201	0	203	0	3	0	4	7	0	0	0	0	0	0
06:45 AM	0	0	264	2	266	0	4	239	0	243	0	7	0	11	18	0	0	0	0	0	0
Total	0	0	631	5	636	0	6	666	0	672	1	15	0	21	37	0	0	0	0	0	0
07:00 AM	0	0	322	5	327	0	5	244	0	249	0	11	0	11	22	0	0	0	0	0	0
07:15 AM	0	0	410	3	413	0	4	239	0	243	0	5	0	12	17	0	0	0	0	0	0
07:30 AM	0	0	546	5	551	0	3	243	0	246	0	6	0	16	22	0	0	0	0	0	0
07:45 AM	0	0	559	2	561	0	13	262	0	275	0	11	0	10	21	0	0	0	0	0	0
Total	0	0	1837	15	1852	0	25	988	0	1013	0	33	0	49	82	0	0	0	0	0	0
08:00 AM	0	0	565	6	571	4	23	248	0	275	0	12	0	24	36	0	0	0	0	0	0
08:15 AM	0	0	566	5	571	3	9	293	0	305	0	4	0	15	19	0	0	0	0	0	0
08:30 AM	0	0	559	5	564	2	20	230	0	252	0	8	0	16	24	0	0	0	0	0	0
08:45 AM	0	0	558	6	564	0	11	250	0	261	0	15	0	18	33	0	0	0	0	0	0
Total	0	0	2248	22	2270	9	63	1021	0	1093	0	39	0	73	112	0	0	0	0	0	0
*** BREAK ***																					
03:00 PM	0	0	344	7	351	0	13	331	0	344	0	9	0	11	20	0	0	0	0	0	0
03:15 PM	0	0	372	9	381	0	12	386	0	398	0	7	0	18	25	0	0	0	0	0	0
03:30 PM	0	0	352	10	362	0	15	324	0	339	0	11	0	15	26	0	0	0	0	0	0
03:45 PM	0	0	376	6	382	0	17	365	0	382	0	13	0	27	40	0	0	0	0	0	0
Total	0	0	1444	32	1476	0	57	1406	0	1463	0	40	0	71	111	0	0	0	0	0	0
04:00 PM	0	0	365	10	375	0	20	353	0	373	0	11	0	32	43	0	0	0	0	0	0
04:15 PM	0	0	355	10	365	0	15	388	0	403	0	15	0	21	36	0	0	0	0	0	0
04:30 PM	0	0	362	8	370	0	18	403	0	421	0	9	0	25	34	0	0	0	0	0	0
04:45 PM	0	0	355	5	360	0	16	409	0	425	0	9	0	17	26	0	0	0	0	0	0
Total	0	0	1437	33	1470	0	69	1553	0	1622	0	44	0	95	139	0	0	0	0	0	0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

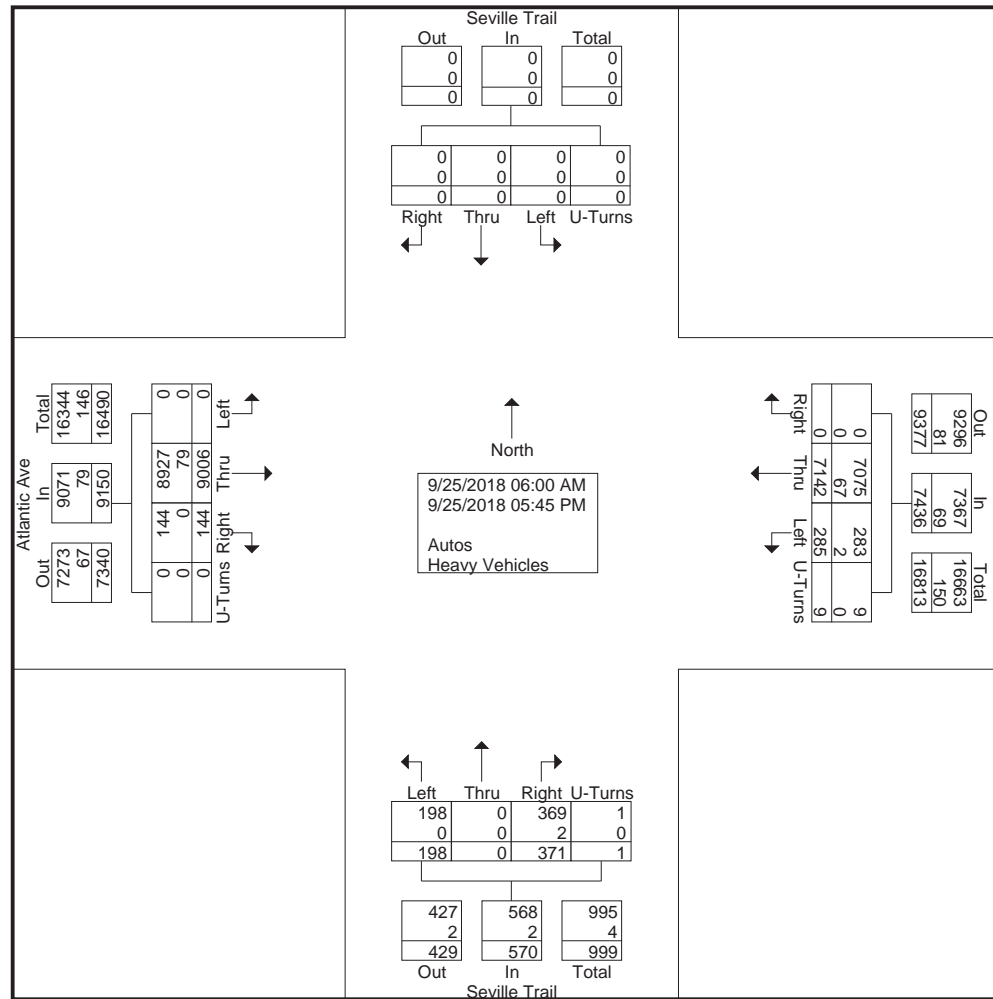
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	370	11	381	0	17	397	0	414	0	10	0	13	23	0	0	0	0	0	818
05:15 PM	0	0	377	12	389	0	23	357	0	380	0	7	0	16	23	0	0	0	0	0	792
05:30 PM	0	0	340	5	345	0	12	367	0	379	0	4	0	15	19	0	0	0	0	0	743
05:45 PM	0	0	322	9	331	0	13	387	0	400	0	6	0	18	24	0	0	0	0	0	755
Total	0	0	1409	37	1446	0	65	1508	0	1573	0	27	0	62	89	0	0	0	0	0	3108
Grand Total	0	0	9006	144	9150	9	285	7142	0	7436	1	198	0	371	570	0	0	0	0	0	17156
Apprch %	0	0	98.4	1.6		0.1	3.8	96	0		0.2	34.7	0	65.1		0	0	0	0		
Total %	0	0	52.5	0.8	53.3	0.1	1.7	41.6	0	43.3	0	1.2	0	2.2	3.3	0	0	0	0	0	
Autos	0	0	8927	144	9071	9	283	7075	0	7367	1	198	0	369	568	0	0	0	0	0	17006
% Autos	0	0	99.1	100	99.1	100	99.3	99.1	0	99.1	100	100	0	99.5	99.6	0	0	0	0	0	99.1
Heavy Vehicles	0	0	79	0	79	0	2	67	0	69	0	0	0	2	2	0	0	0	0	0	150
% Heavy Vehicles	0	0	0.9	0	0.9	0	0.7	0.9	0	0.9	0	0	0	0.5	0.4	0	0	0	0	0	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 3

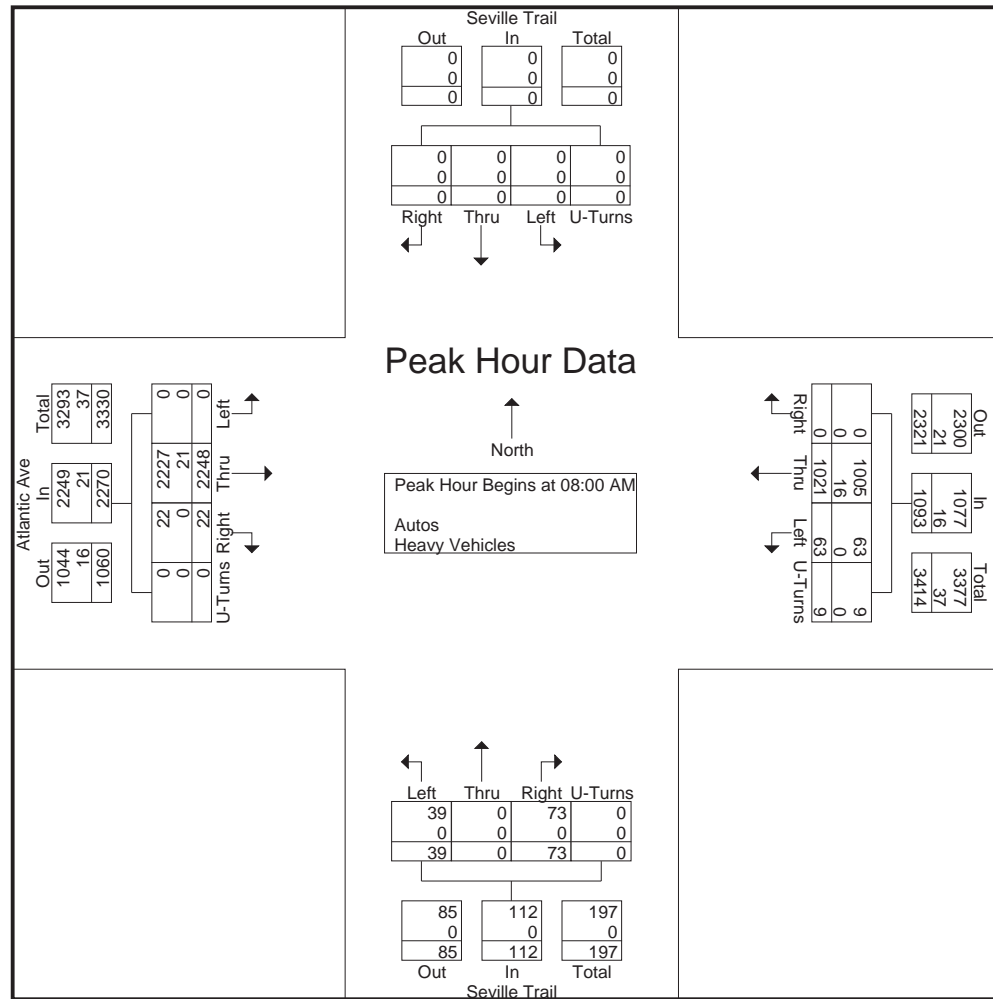


CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

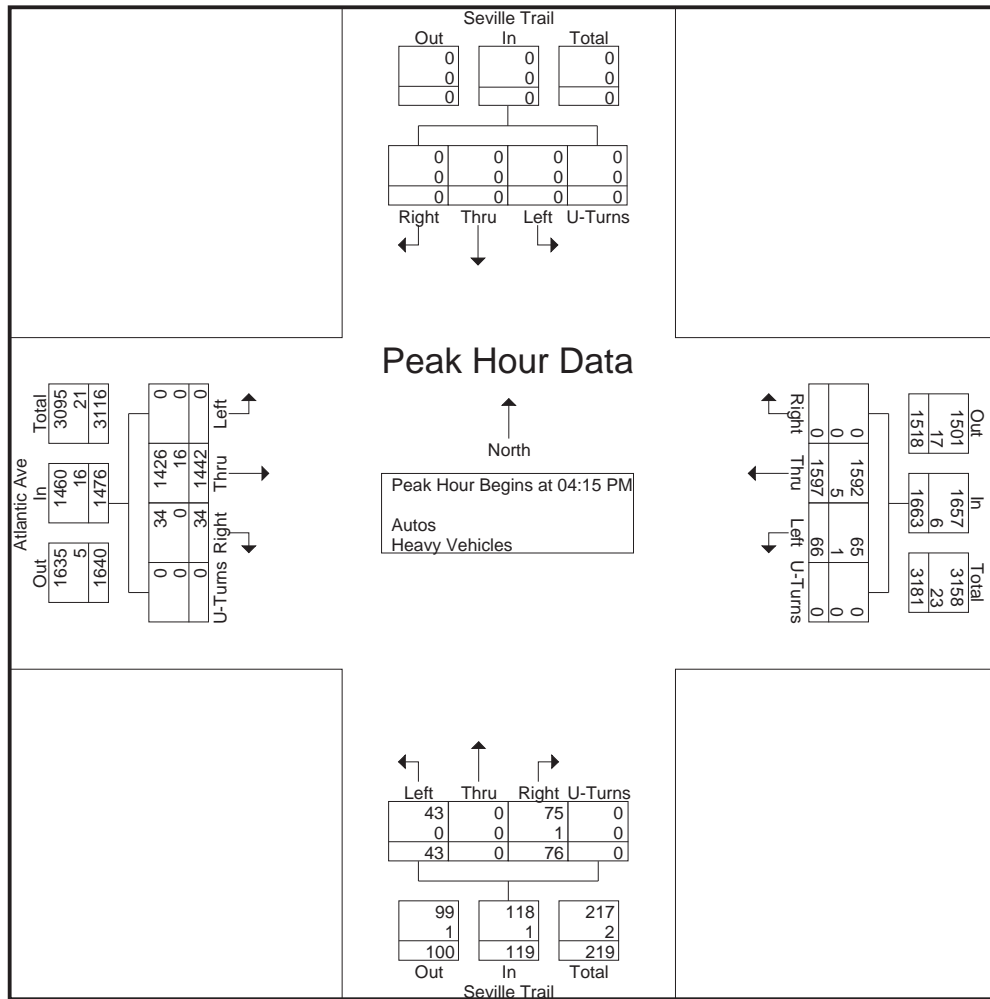
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	355	10	365	0	15	388	0	403	0	15	0	21	36	0	0	0	0	0	804
04:30 PM	0	0	362	8	370	0	18	403	0	421	0	9	0	25	34	0	0	0	0	0	825
04:45 PM	0	0	355	5	360	0	16	409	0	425	0	9	0	17	26	0	0	0	0	0	811
05:00 PM	0	0	370	11	381	0	17	397	0	414	0	10	0	13	23	0	0	0	0	0	818
Total Volume	0	0	1442	34	1476	0	66	1597	0	1663	0	43	0	76	119	0	0	0	0	0	3258
% App. Total	0	0	97.7	2.3		0	4	96	0		0	36.1	0	63.9		0	0	0	0		
PHF	.000	.000	.974	.773	.969	.000	.917	.976	.000	.978	.000	.717	.000	.760	.826	.000	.000	.000	.000	.000	.987
Autos	0	0	1426	34	1460	0	65	1592	0	1657	0	43	0	75	118	0	0	0	0	0	3235
% Autos	0	0	98.9	100	98.9	0	98.5	99.7	0	99.6	0	100	0	98.7	99.2	0	0	0	0	0	99.3
Heavy Vehicles	0	0	16	0	16	0	1	5	0	6	0	0	0	1	1	0	0	0	0	0	23
% Heavy Vehicles	0	0	1.1	0	1.1	0	1.5	0.3	0	0.4	0	0	0	1.3	0.8	0	0	0	0	0	0.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
06:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																						
06:30 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	6	0	6	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	18
07:00 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	6	0	6	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	15	0	15	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	25
08:00 AM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	9
08:45 AM	0	0	7	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	21	0	21	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	37
*** BREAK ***																						
03:00 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	6
03:30 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	8	0	8	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	23
04:00 PM	0	0	5	0	5	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	0	6
04:30 PM	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	18	0	18	0	2	5	0	7	0	0	0	1	1	0	0	0	0	0	0	26

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
05:00 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	0	6
05:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	11	0	11	0	0	9	0	9	0	0	0	1	1	0	0	0	0	0	0	21
Grand Total	0	0	79	0	79	0	2	67	0	69	0	0	0	2	2	0	0	0	0	0	0	150
Apprch %	0	0	100	0		0	2.9	97.1	0		0	0	0	100		0	0	0	0		0	
Total %	0	0	52.7	0	52.7	0	1.3	44.7	0	46	0	0	0	1.3	1.3	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
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File Name : 4A- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																						
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	100

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	79	1	80	0	0	96	0	96	0	2	0	9	11	0	0	0	0	0	187
06:15 AM	0	0	103	0	103	1	0	110	0	111	0	0	0	8	8	0	0	0	0	0	222
06:30 AM	0	0	193	2	195	0	2	169	0	171	0	5	0	7	12	0	0	0	0	0	378
06:45 AM	0	0	255	2	257	0	7	251	0	258	0	1	0	9	10	0	0	0	0	0	525
Total	0	0	630	5	635	1	9	626	0	636	0	8	0	33	41	0	0	0	0	0	1312
07:00 AM	0	0	342	1	343	0	3	214	0	217	0	7	0	14	21	0	0	0	0	0	581
07:15 AM	0	0	424	2	426	0	0	271	0	271	0	6	0	10	16	0	0	0	0	0	713
07:30 AM	0	0	570	5	575	1	6	297	0	304	0	3	0	7	10	0	0	0	0	0	889
07:45 AM	0	0	595	2	597	0	17	264	0	281	0	10	0	17	27	0	0	0	0	0	905
Total	0	0	1931	10	1941	1	26	1046	0	1073	0	26	0	48	74	0	0	0	0	0	3088
08:00 AM	0	0	576	9	585	2	13	285	0	300	0	5	0	18	23	0	0	0	0	0	908
08:15 AM	0	0	559	3	562	2	16	275	0	293	0	9	0	13	22	0	0	0	0	0	877
08:30 AM	0	0	550	12	562	2	18	244	0	264	0	12	0	24	36	0	0	0	0	0	862
08:45 AM	0	0	544	10	554	1	20	260	0	281	0	10	0	22	32	0	0	0	0	0	867
Total	0	0	2229	34	2263	7	67	1064	0	1138	0	36	0	77	113	0	0	0	0	0	3514
*** BREAK ***																					
03:00 PM	0	0	326	7	333	0	9	367	0	376	0	9	0	19	28	0	0	0	0	0	737
03:15 PM	0	0	336	10	346	0	16	365	0	381	0	7	0	16	23	0	0	0	0	0	750
03:30 PM	0	0	371	8	379	0	14	396	0	410	0	12	0	18	30	0	0	0	0	0	819
03:45 PM	0	0	363	7	370	0	20	370	0	390	0	15	0	12	27	0	0	0	0	0	787
Total	0	0	1396	32	1428	0	59	1498	0	1557	0	43	0	65	108	0	0	0	0	0	3093
04:00 PM	0	0	392	12	404	0	28	396	0	424	0	13	0	23	36	0	0	0	0	0	864
04:15 PM	0	0	396	9	405	0	14	366	0	380	0	14	0	13	27	0	0	0	0	0	812
04:30 PM	0	0	393	12	405	1	14	412	0	427	0	16	0	17	33	0	0	0	0	0	865
04:45 PM	0	0	326	4	330	1	15	423	0	439	0	12	0	15	27	0	0	0	0	0	796
Total	0	0	1507	37	1544	2	71	1597	0	1670	0	55	0	68	123	0	0	0	0	0	3337

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

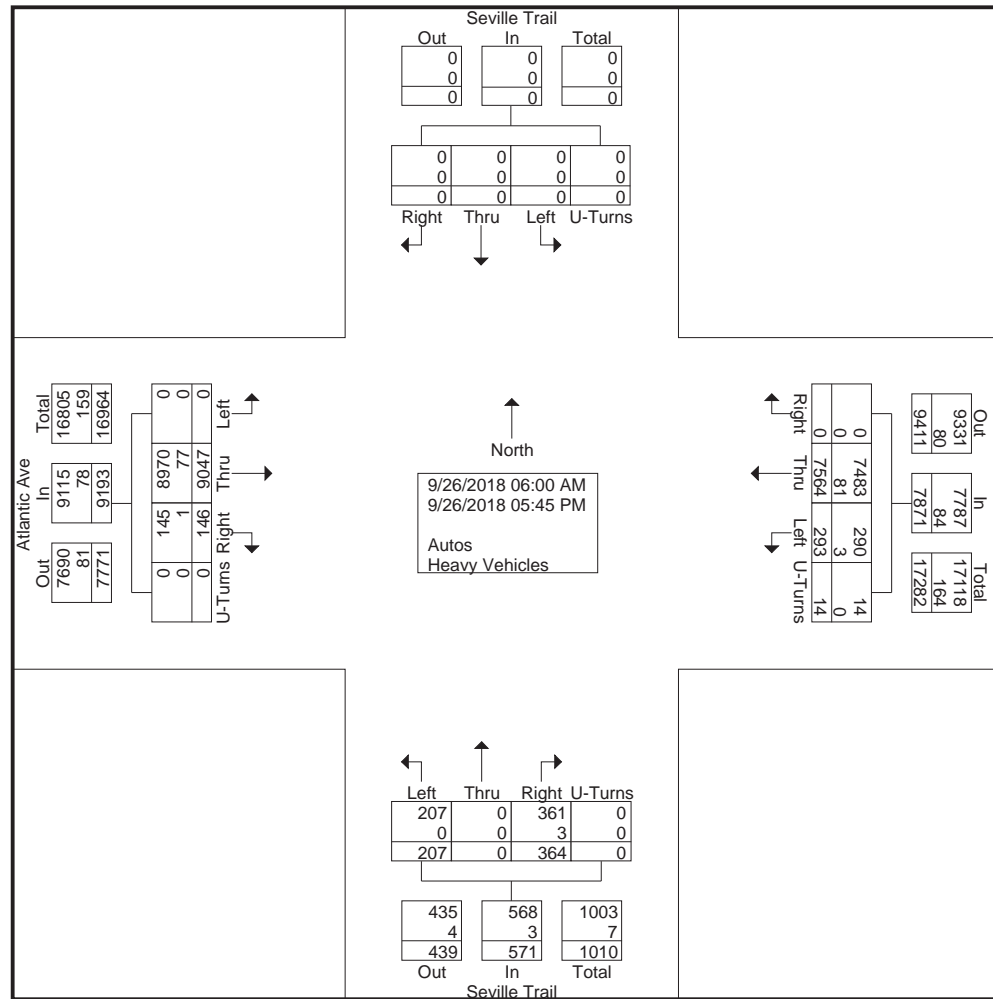
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	326	7	333	1	18	435	0	454	0	12	0	15	27	0	0	0	0	0	814
05:15 PM	0	0	397	6	403	2	7	476	0	485	0	10	0	23	33	0	0	0	0	0	921
05:30 PM	0	0	318	9	327	0	14	424	0	438	0	6	0	14	20	0	0	0	0	0	785
05:45 PM	0	0	313	6	319	0	22	398	0	420	0	11	0	21	32	0	0	0	0	0	771
Total	0	0	1354	28	1382	3	61	1733	0	1797	0	39	0	73	112	0	0	0	0	0	3291
Grand Total	0	0	9047	146	9193	14	293	7564	0	7871	0	207	0	364	571	0	0	0	0	0	17635
Apprch %	0	0	98.4	1.6		0.2	3.7	96.1	0		0	36.3	0	63.7		0	0	0	0		
Total %	0	0	51.3	0.8	52.1	0.1	1.7	42.9	0	44.6	0	1.2	0	2.1	3.2	0	0	0	0	0	
Autos	0	0	8970	145	9115	14	290	7483	0	7787	0	207	0	361	568	0	0	0	0	0	17470
% Autos	0	0	99.1	99.3	99.2	100	99	98.9	0	98.9	0	100	0	99.2	99.5	0	0	0	0	0	99.1
Heavy Vehicles	0	0	77	1	78	0	3	81	0	84	0	0	0	3	3	0	0	0	0	0	165
% Heavy Vehicles	0	0	0.9	0.7	0.8	0	1	1.1	0	1.1	0	0	0	0.8	0.5	0	0	0	0	0	0.9

CTS Engineering, Inc.

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Doral, FL, 33126

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File Name : 4B- Seville Trail & Atlantic Ave
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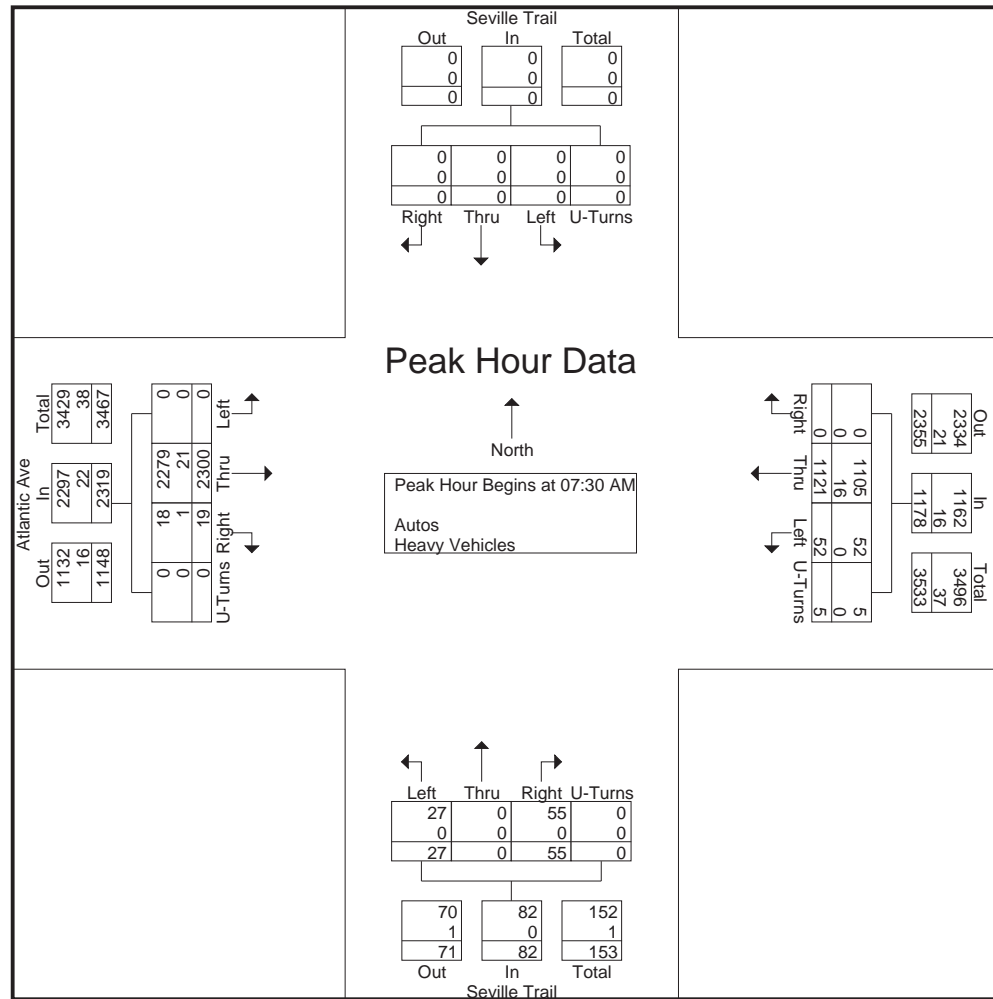
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	570	5	575	1	6	297	0	304	0	3	0	7	10	0	0	0	0	0	889
07:45 AM	0	0	595	2	597	0	17	264	0	281	0	10	0	17	27	0	0	0	0	0	905
08:00 AM	0	0	576	9	585	2	13	285	0	300	0	5	0	18	23	0	0	0	0	0	908
08:15 AM	0	0	559	3	562	2	16	275	0	293	0	9	0	13	22	0	0	0	0	0	877
Total Volume	0	0	2300	19	2319	5	52	1121	0	1178	0	27	0	55	82	0	0	0	0	0	3579
% App. Total	0	0	99.2	0.8		0.4	4.4	95.2	0		0	32.9	0	67.1		0	0	0	0	0	
PHF	.000	.000	.966	.528	.971	.625	.765	.944	.000	.969	.000	.675	.000	.764	.759	.000	.000	.000	.000	.000	.985
Autos	0	0	2279	18	2297	5	52	1105	0	1162	0	27	0	55	82	0	0	0	0	0	3541
% Autos	0	0	99.1	94.7	99.1	100	100	98.6	0	98.6	0	100	0	100	100	0	0	0	0	0	98.9
Heavy Vehicles	0	0	21	1	22	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	38
% Heavy Vehicles	0	0	0.9	5.3	0.9	0	0	1.4	0	1.4	0	0	0	0	0	0	0	0	0	0	1.1

CTS Engineering, Inc.

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Doral, FL, 33126

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JOB NO: TWO 1
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File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 6

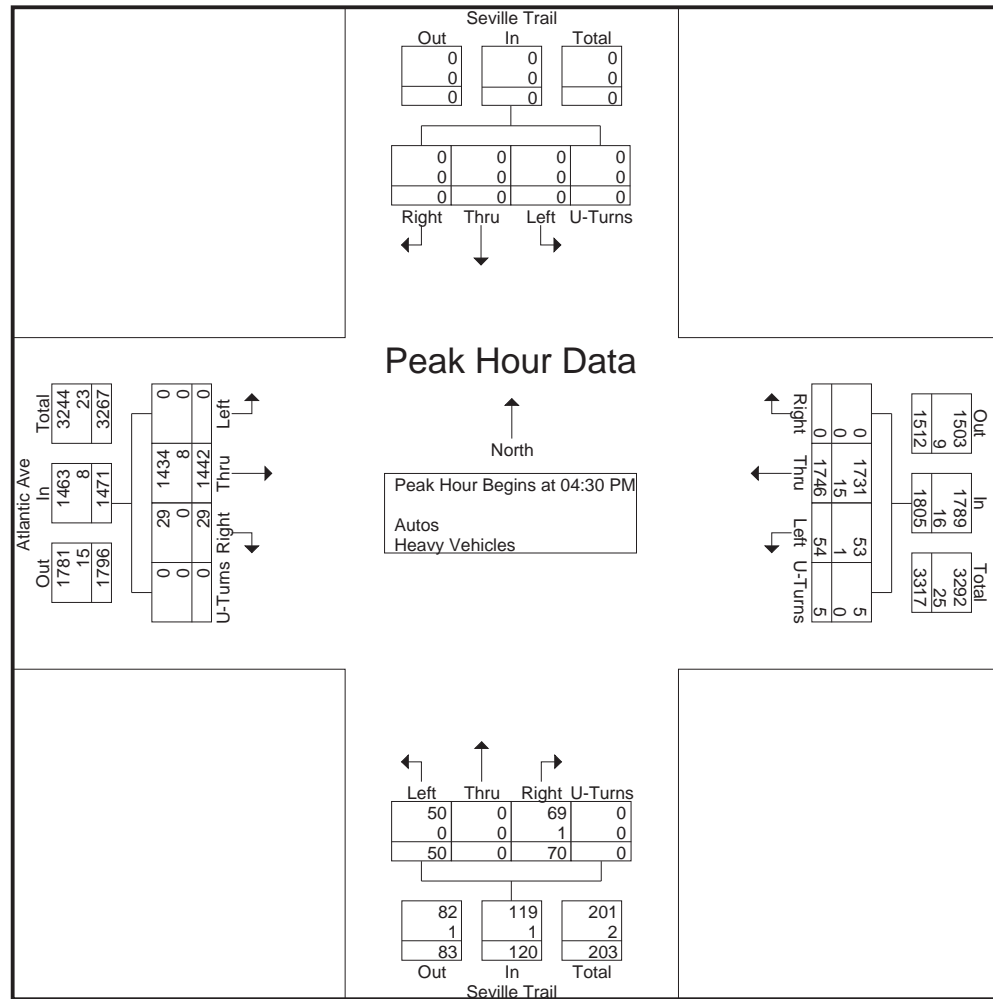
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	393	12	405	1	14	412	0	427	0	16	0	17	33	0	0	0	0	0	865
04:45 PM	0	0	326	4	330	1	15	423	0	439	0	12	0	15	27	0	0	0	0	0	796
05:00 PM	0	0	326	7	333	1	18	435	0	454	0	12	0	15	27	0	0	0	0	0	814
05:15 PM	0	0	397	6	403	2	7	476	0	485	0	10	0	23	33	0	0	0	0	0	921
Total Volume	0	0	1442	29	1471	5	54	1746	0	1805	0	50	0	70	120	0	0	0	0	0	3396
% App. Total	0	0	98	2		0.3	3	96.7	0		0	41.7	0	58.3		0	0	0	0		
PHF	.000	.000	.908	.604	.908	.625	.750	.917	.000	.930	.000	.781	.000	.761	.909	.000	.000	.000	.000	.000	.922
Autos	0	0	1434	29	1463	5	53	1731	0	1789	0	50	0	69	119	0	0	0	0	0	3371
% Autos	0	0	99.4	100	99.5	100	98.1	99.1	0	99.1	0	100	0	98.6	99.2	0	0	0	0	0	99.3
Heavy Vehicles	0	0	8	0	8	0	1	15	0	16	0	0	0	1	1	0	0	0	0	0	25
% Heavy Vehicles	0	0	0.6	0	0.5	0	1.9	0.9	0	0.9	0	0	0	1.4	0.8	0	0	0	0	0	0.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
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File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
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File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
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Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	7	0	7	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	16	0	16	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	7	1	8	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	7	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	1	24	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
03:00 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	15	0	15	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	0	2	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	2	2	0	0	0	0	0	0
04:30 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	0	3	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	13	0	13	0	3	10	0	13	0	0	0	2	2	0	0	0	0	0	0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
05:00 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	0	9
05:30 PM	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	7	0	7	0	0	21	0	21	0	0	0	1	1	0	0	0	0	0	0	29
Grand Total	0	0	77	1	78	0	3	81	0	84	0	0	0	3	3	0	0	0	0	0	0	165
Apprch %	0	0	98.7	1.3		0	3.6	96.4	0		0	0	0	100		0	0	0	0	0		
Total %	0	0	46.7	0.6	47.3	0	1.8	49.1	0	50.9	0	0	0	1.8	1.8	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4B- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
*** BREAK ***																						
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Grand Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0			
Total %	50	0	0	0	50	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	83	0	83	0	0	84	0	84	0	3	0	0	3	0	0	0	0	0	0
06:15 AM	0	0	125	1	126	0	0	125	0	125	0	2	0	0	6	0	0	0	0	0	0
06:30 AM	0	0	187	0	187	0	3	152	0	155	0	4	0	0	10	0	0	0	0	0	0
06:45 AM	0	0	256	4	260	0	10	250	0	260	0	4	0	0	15	0	0	0	0	0	0
Total	0	0	651	5	656	0	13	611	0	624	0	13	0	23	36	0	0	0	0	0	0
07:00 AM	0	0	338	2	340	0	5	218	0	223	0	5	0	0	9	0	0	0	0	0	0
07:15 AM	0	0	403	2	405	0	9	262	0	271	0	9	0	0	20	0	0	0	0	0	0
07:30 AM	0	0	504	3	507	0	9	244	0	253	0	5	0	0	21	0	0	0	0	0	0
07:45 AM	0	0	529	3	532	0	9	246	0	255	0	7	0	0	24	0	0	0	0	0	0
Total	0	0	1774	10	1784	0	32	970	0	1002	0	26	0	48	74	0	0	0	0	0	0
08:00 AM	0	0	531	4	535	2	14	255	0	271	0	6	0	0	24	0	0	0	0	0	0
08:15 AM	0	0	546	10	556	1	19	258	0	278	0	8	0	0	30	0	0	0	0	0	0
08:30 AM	0	0	519	12	531	0	22	174	0	196	0	7	0	0	33	0	0	0	0	0	0
08:45 AM	0	0	538	10	548	0	19	210	0	229	0	9	0	0	29	0	0	0	0	0	0
Total	0	0	2134	36	2170	3	74	897	0	974	0	30	0	86	116	0	0	0	0	0	0
*** BREAK ***																					
03:00 PM	0	0	352	9	361	0	12	357	0	369	0	12	0	0	29	0	0	0	0	0	0
03:15 PM	0	0	333	5	338	0	15	385	0	400	0	10	0	0	25	0	0	0	0	0	0
03:30 PM	0	0	345	6	351	0	12	379	0	391	0	8	0	0	26	0	0	0	0	0	0
03:45 PM	0	0	334	7	341	0	19	378	0	397	0	11	0	0	28	0	0	0	0	0	0
Total	0	0	1364	27	1391	0	58	1499	0	1557	0	41	0	67	108	0	0	0	0	0	0
04:00 PM	0	0	338	10	348	0	23	391	0	414	0	9	0	0	29	0	0	0	0	0	0
04:15 PM	0	0	347	8	355	0	15	381	0	396	0	13	0	0	35	0	0	0	0	0	0
04:30 PM	0	0	369	9	378	0	13	426	0	439	0	9	0	0	28	0	0	0	0	0	0
04:45 PM	0	0	357	9	366	1	19	386	0	406	0	17	0	0	38	0	0	0	0	0	0
Total	0	0	1411	36	1447	1	70	1584	0	1655	0	48	0	82	130	0	0	0	0	0	0

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

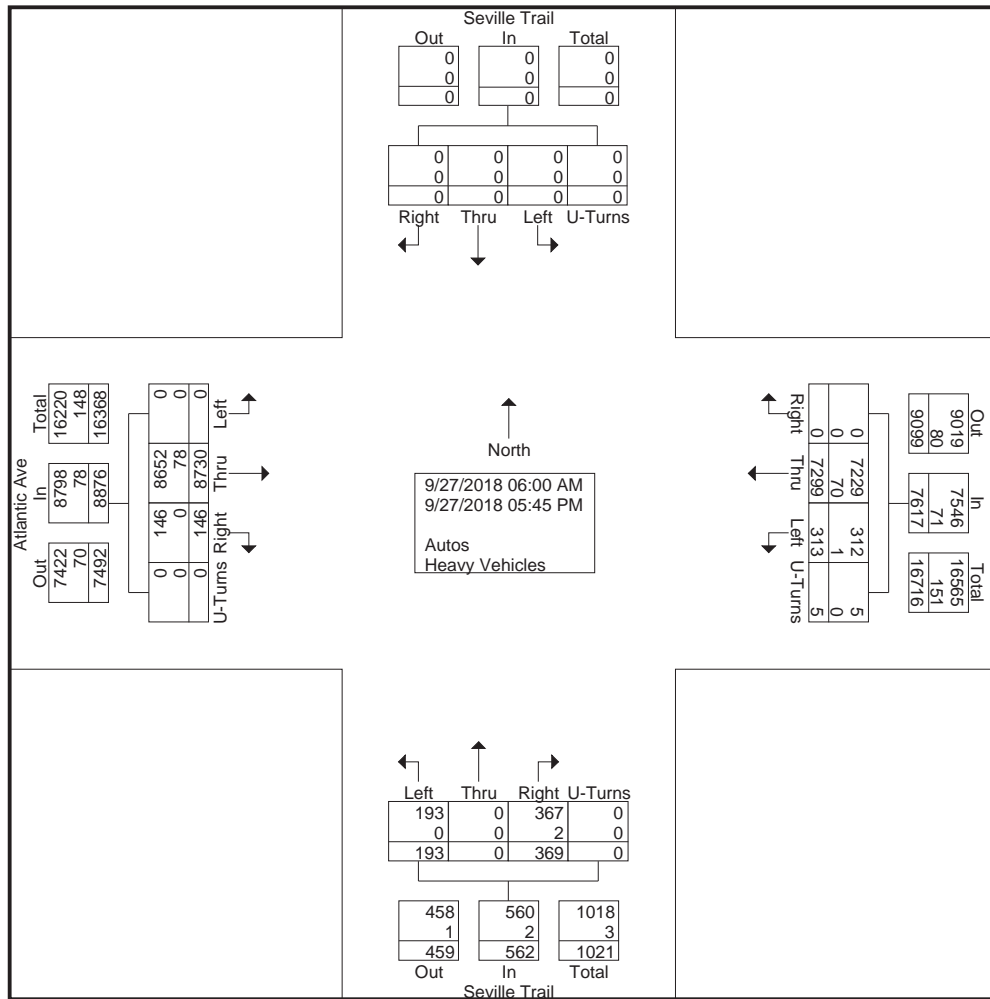
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	364	6	370	0	12	444	0	456	0	6	0	16	22	0	0	0	0	0	848
05:15 PM	0	0	359	11	370	1	21	429	0	451	0	9	0	19	28	0	0	0	0	0	849
05:30 PM	0	0	355	6	361	0	13	453	0	466	0	10	0	13	23	0	0	0	0	0	850
05:45 PM	0	0	318	9	327	0	20	412	0	432	0	10	0	15	25	0	0	0	0	0	784
Total	0	0	1396	32	1428	1	66	1738	0	1805	0	35	0	63	98	0	0	0	0	0	3331
Grand Total	0	0	8730	146	8876	5	313	7299	0	7617	0	193	0	369	562	0	0	0	0	0	17055
Apprch %	0	0	98.4	1.6		0.1	4.1	95.8	0		0	34.3	0	65.7		0	0	0	0		
Total %	0	0	51.2	0.9	52	0	1.8	42.8	0	44.7	0	1.1	0	2.2	3.3	0	0	0	0	0	0
Autos	0	0	8652	146	8798	5	312	7229	0	7546	0	193	0	367	560	0	0	0	0	0	16904
% Autos	0	0	99.1	100	99.1	100	99.7	99	0	99.1	0	100	0	99.5	99.6	0	0	0	0	0	99.1
Heavy Vehicles	0	0	78	0	78	0	1	70	0	71	0	0	0	2	2	0	0	0	0	0	151
% Heavy Vehicles	0	0	0.9	0	0.9	0	0.3	1	0	0.9	0	0	0	0.5	0.4	0	0	0	0	0	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

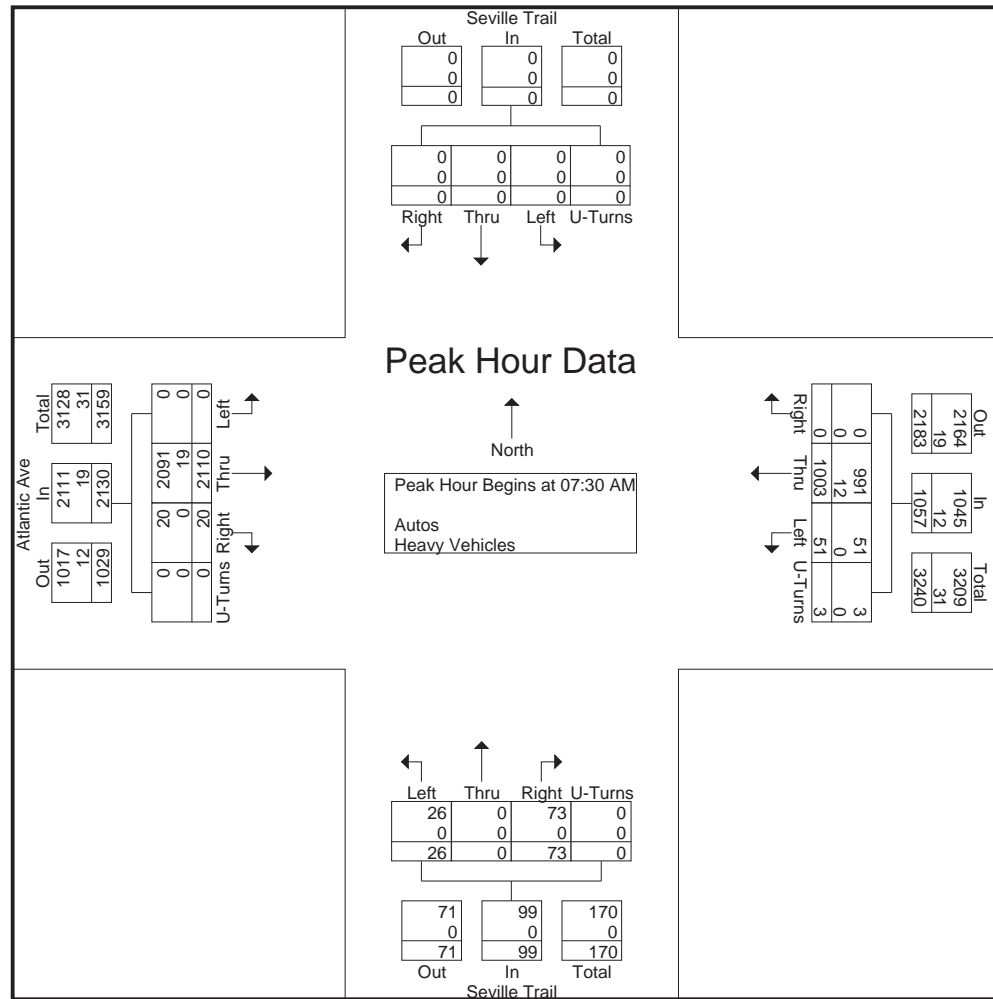
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	504	3	507	0	9	244	0	253	0	5	0	16	21	0	0	0	0	0	0	781
07:45 AM	0	0	529	3	532	0	9	246	0	255	0	7	0	17	24	0	0	0	0	0	0	811
08:00 AM	0	0	531	4	535	2	14	255	0	271	0	6	0	18	24	0	0	0	0	0	0	830
08:15 AM	0	0	546	10	556	1	19	258	0	278	0	8	0	22	30	0	0	0	0	0	0	864
Total Volume	0	0	2110	20	2130	3	51	1003	0	1057	0	26	0	73	99	0	0	0	0	0	0	3286
% App. Total	0	0	99.1	0.9		0.3	4.8	94.9	0		0	26.3	0	73.7		0	0	0	0	0		
PHF	.000	.000	.966	.500	.958	.375	.671	.972	.000	.951	.000	.813	.000	.830	.825	.000	.000	.000	.000	.000	.951	
Autos	0	0	2091	20	2111	3	51	991	0	1045	0	26	0	73	99	0	0	0	0	0	0	3255
% Autos	0	0	99.1	100	99.1	100	100	98.8	0	98.9	0	100	0	100	100	0	0	0	0	0	0	99.1
Heavy Vehicles	0	0	19	0	19	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	31
% Heavy Vehicles	0	0	0.9	0	0.9	0	0	1.2	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 6

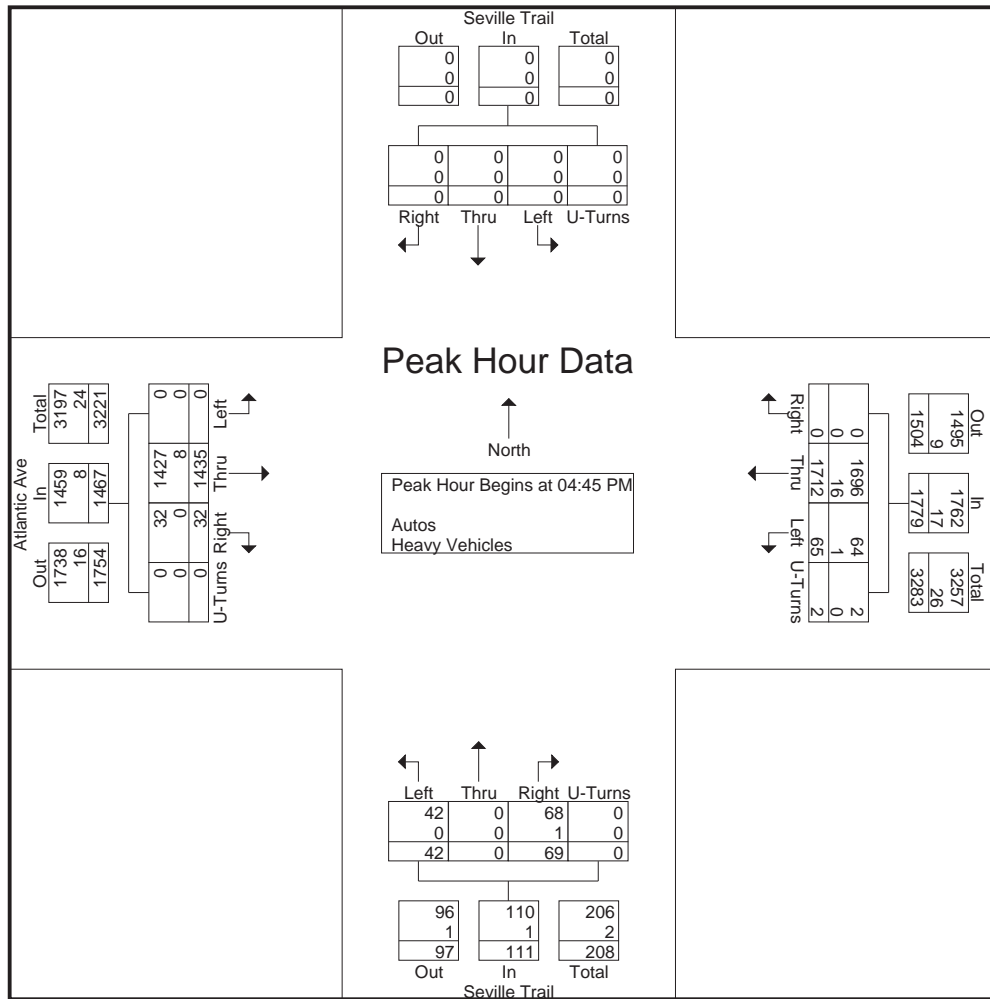
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	357	9	366	1	19	386	0	406	0	17	0	21	38	0	0	0	0	0	810
05:00 PM	0	0	364	6	370	0	12	444	0	456	0	6	0	16	22	0	0	0	0	0	848
05:15 PM	0	0	359	11	370	1	21	429	0	451	0	9	0	19	28	0	0	0	0	0	849
05:30 PM	0	0	355	6	361	0	13	453	0	466	0	10	0	13	23	0	0	0	0	0	850
Total Volume	0	0	1435	32	1467	2	65	1712	0	1779	0	42	0	69	111	0	0	0	0	0	3357
% App. Total	0	0	97.8	2.2		0.1	3.7	96.2	0		0	37.8	0	62.2		0	0	0	0		
PHF	.000	.000	.986	.727	.991	.500	.774	.945	.000	.954	.000	.618	.000	.821	.730	.000	.000	.000	.000	.000	.987
Autos	0	0	1427	32	1459	2	64	1696	0	1762	0	42	0	68	110	0	0	0	0	0	3331
% Autos	0	0	99.4	100	99.5	100	98.5	99.1	0	99.0	0	100	0	98.6	99.1	0	0	0	0	0	99.2
Heavy Vehicles	0	0	8	0	8	0	1	16	0	17	0	0	0	1	1	0	0	0	0	0	26
% Heavy Vehicles	0	0	0.6	0	0.5	0	1.5	0.9	0	1.0	0	0	0	1.4	0.9	0	0	0	0	0	0.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	1	0	1	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	0
05:30 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	7	0	7	0	0	14	0	14	0	0	0	1	1	0	0	0	0	0	0
Grand Total	0	0	78	0	78	0	1	70	0	71	0	0	0	2	2	0	0	0	0	0	151
Apprch %	0	0	100	0		0	1.4	98.6	0		0	0	0	100		0	0	0	0		
Total %	0	0	51.7	0	51.7	0	0.7	46.4	0	47	0	0	0	1.3	1.3	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 4C- Seville Trail & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Seville Trail Northbound					Seville Trail Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	1	7	38	32	78	0	8	65	3	76	0	17	18	3	38	0	10	45	8	63	255
06:15 AM	0	4	60	51	115	0	11	109	6	126	0	20	25	7	52	0	17	84	14	115	408
06:30 AM	1	11	91	72	175	0	10	147	6	163	0	36	24	19	79	0	15	111	16	142	559
06:45 AM	0	20	144	113	277	0	31	191	8	230	0	29	22	9	60	1	24	132	22	179	746
Total	2	42	333	268	645	0	60	512	23	595	0	102	89	38	229	1	66	372	60	499	1968
07:00 AM	0	21	176	132	329	0	24	175	10	209	0	49	43	20	112	1	42	194	29	266	916
07:15 AM	2	19	235	188	444	0	43	132	14	189	1	52	53	33	139	1	40	282	36	359	1131
07:30 AM	0	22	322	237	581	0	56	149	16	221	0	59	84	34	177	0	52	316	20	388	1367
07:45 AM	1	31	309	203	544	0	53	144	18	215	0	90	120	56	266	1	63	346	29	439	1464
Total	3	93	1042	760	1898	0	176	600	58	834	1	250	300	143	694	3	197	1138	114	1452	4878
08:00 AM	1	32	401	182	616	0	59	162	20	241	0	68	113	49	230	1	56	275	28	360	1447
08:15 AM	1	21	351	238	611	0	48	195	26	269	2	77	108	66	253	0	64	324	34	422	1555
08:30 AM	5	48	354	213	620	0	53	139	44	236	1	59	81	61	202	2	56	363	37	458	1516
08:45 AM	2	56	351	205	614	0	55	195	25	275	1	54	90	48	193	2	47	270	18	337	1419
Total	9	157	1457	838	2461	0	215	691	115	1021	4	258	392	224	878	5	223	1232	117	1577	5937
*** BREAK ***																					
03:00 PM	5	45	235	97	382	2	49	236	33	320	3	69	213	52	337	0	42	119	23	184	1223
03:15 PM	3	39	254	115	411	1	36	277	41	355	1	89	221	61	372	1	49	132	21	203	1341
03:30 PM	1	55	233	85	374	0	41	197	56	294	0	108	245	73	426	1	68	118	28	215	1309
03:45 PM	2	46	257	112	417	0	52	228	69	349	1	121	218	69	409	0	74	115	27	216	1391
Total	11	185	979	409	1584	3	178	938	199	1318	5	387	897	255	1544	2	233	484	99	818	5264
04:00 PM	2	59	267	106	434	1	46	185	74	306	2	141	236	70	449	2	90	94	28	214	1403
04:15 PM	4	39	273	84	400	2	27	237	60	326	1	139	237	50	427	0	69	120	27	216	1369
04:30 PM	4	62	241	98	405	0	44	275	60	379	1	152	229	48	430	0	48	116	22	186	1400
04:45 PM	8	64	230	97	399	0	54	271	58	383	0	138	240	63	441	3	63	89	27	182	1405
Total	18	224	1011	385	1638	3	171	968	252	1394	4	570	942	231	1747	5	270	419	104	798	5577

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

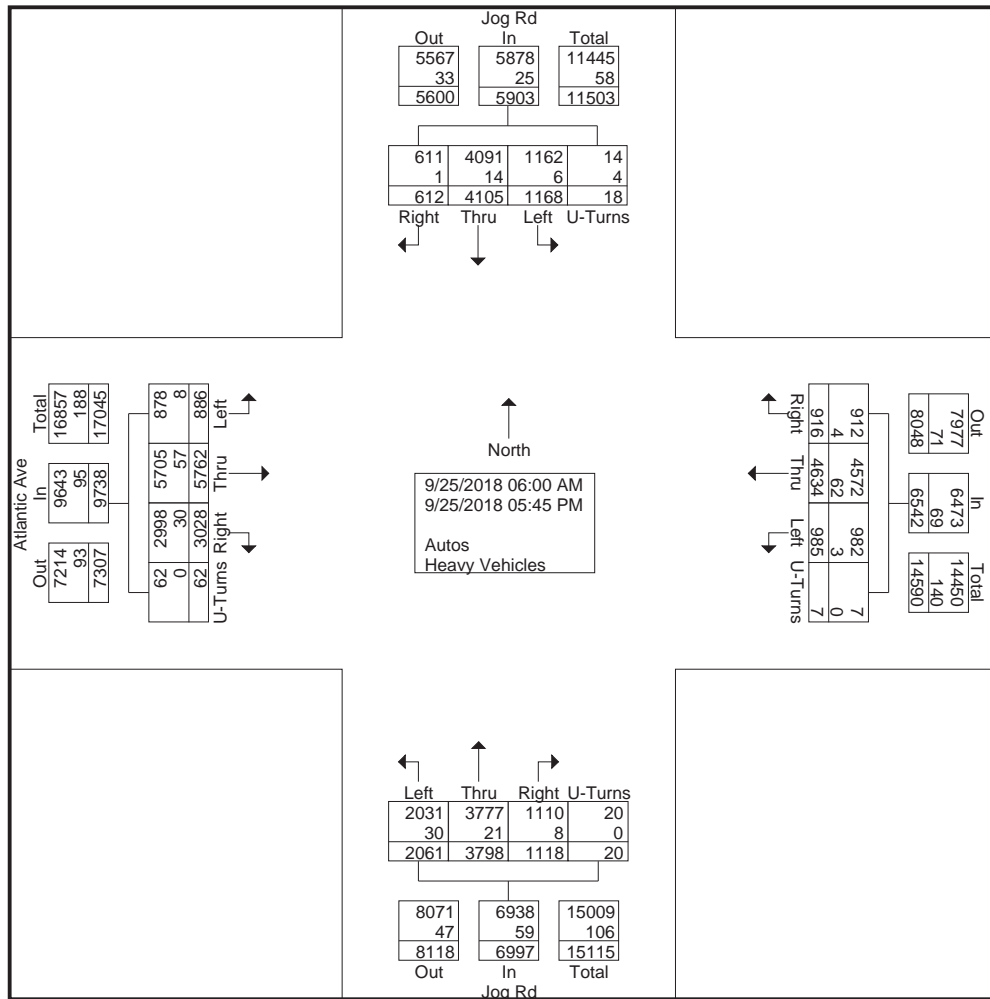
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	5	52	242	77	376	0	39	221	78	338	3	155	288	49	495	0	35	117	30	182	1391
05:15 PM	2	69	212	121	404	1	54	192	67	314	0	123	337	59	519	0	57	112	37	206	1443
05:30 PM	11	30	269	81	391	0	49	255	71	375	1	108	303	53	465	2	46	131	22	201	1432
05:45 PM	1	34	217	89	341	0	43	257	53	353	2	108	250	66	426	0	41	100	29	170	1290
Total	19	185	940	368	1512	1	185	925	269	1380	6	494	1178	227	1905	2	179	460	118	759	5556
Grand Total	62	886	5762	3028	9738	7	985	4634	916	6542	20	2061	3798	1118	6997	18	1168	4105	612	5903	29180
Apprch %	0.6	9.1	59.2	31.1		0.1	15.1	70.8	14		0.3	29.5	54.3	16		0.3	19.8	69.5	10.4		
Total %	0.2	3	19.7	10.4	33.4	0	3.4	15.9	3.1	22.4	0.1	7.1	13	3.8	24	0.1	4	14.1	2.1	20.2	
Autos	62	878	5705	2998	9643	7	982	4572	912	6473	20	2031	3777	1110	6938	14	1162	4091	611	5878	28932
% Autos	100	99.1	99	99	99	100	99.7	98.7	99.6	98.9	100	98.5	99.4	99.3	99.2	77.8	99.5	99.7	99.8	99.6	99.2
Heavy Vehicles	0	8	57	30	95	0	3	62	4	69	0	30	21	8	59	4	6	14	1	25	248
% Heavy Vehicles	0	0.9	1	1	1	0	0.3	1.3	0.4	1.1	0	1.5	0.6	0.7	0.8	22.2	0.5	0.3	0.2	0.4	0.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 4

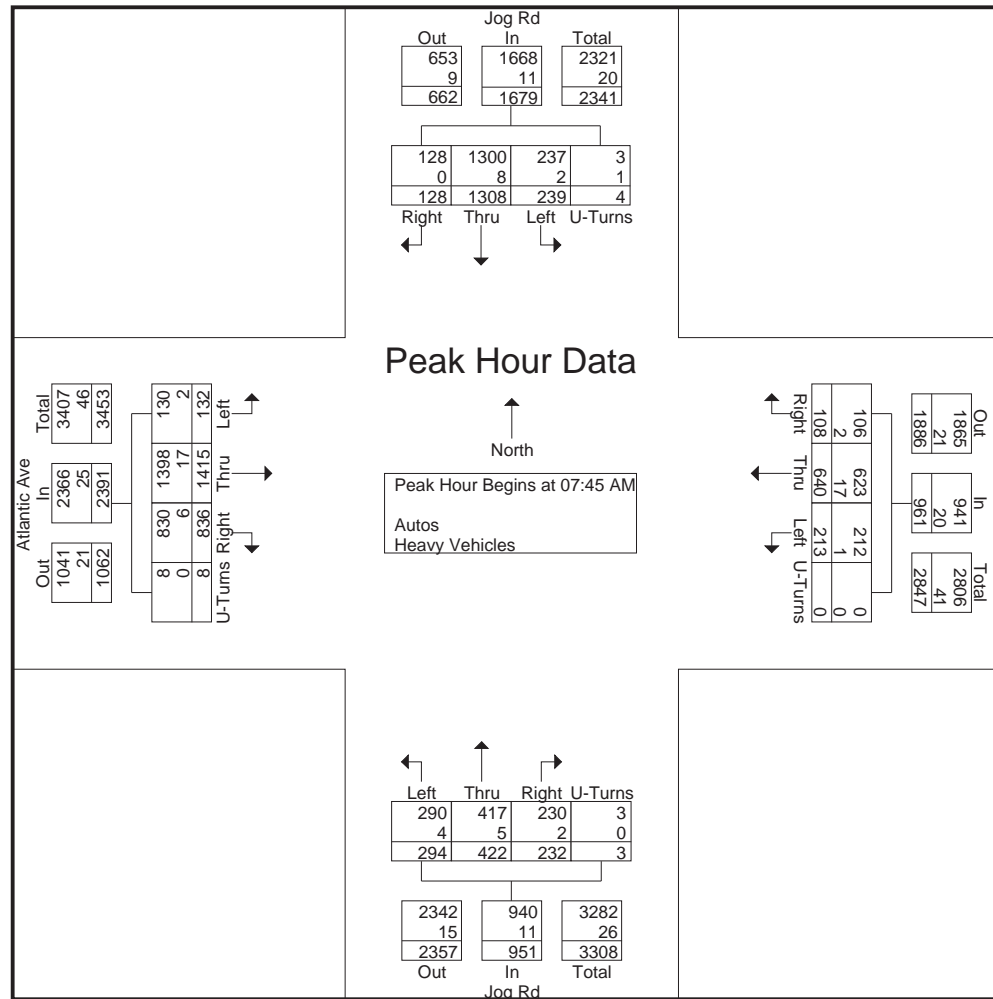
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	31	309	203	544	0	53	144	18	215	0	90	120	56	266	1	63	346	29	439	1464
08:00 AM	1	32	401	182	616	0	59	162	20	241	0	68	113	49	230	1	56	275	28	360	1447
08:15 AM	1	21	351	238	611	0	48	195	26	269	2	77	108	66	253	0	64	324	34	422	1555
08:30 AM	5	48	354	213	620	0	53	139	44	236	1	59	81	61	202	2	56	363	37	458	1516
Total Volume	8	132	1415	836	2391	0	213	640	108	961	3	294	422	232	951	4	239	1308	128	1679	5982
% App. Total	0.3	5.5	59.2	35		0	22.2	66.6	11.2		0.3	30.9	44.4	24.4		0.2	14.2	77.9	7.6		
PHF	.400	.688	.882	.878	.964	.000	.903	.821	.614	.893	.375	.817	.879	.879	.894	.500	.934	.901	.865	.916	.962
Autos	8	130	1398	830	2366	0	212	623	106	941	3	290	417	230	940	3	237	1300	128	1668	5915
% Autos	100	98.5	98.8	99.3	99.0	0	99.5	97.3	98.1	97.9	100	98.6	98.8	99.1	98.8	75.0	99.2	99.4	100	99.3	98.9
Heavy Vehicles	0	2	17	6	25	0	1	17	2	20	0	4	5	2	11	1	2	8	0	11	67
% Heavy Vehicles	0	1.5	1.2	0.7	1.0	0	0.5	2.7	1.9	2.1	0	1.4	1.2	0.9	1.2	25.0	0.8	0.6	0	0.7	1.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 6

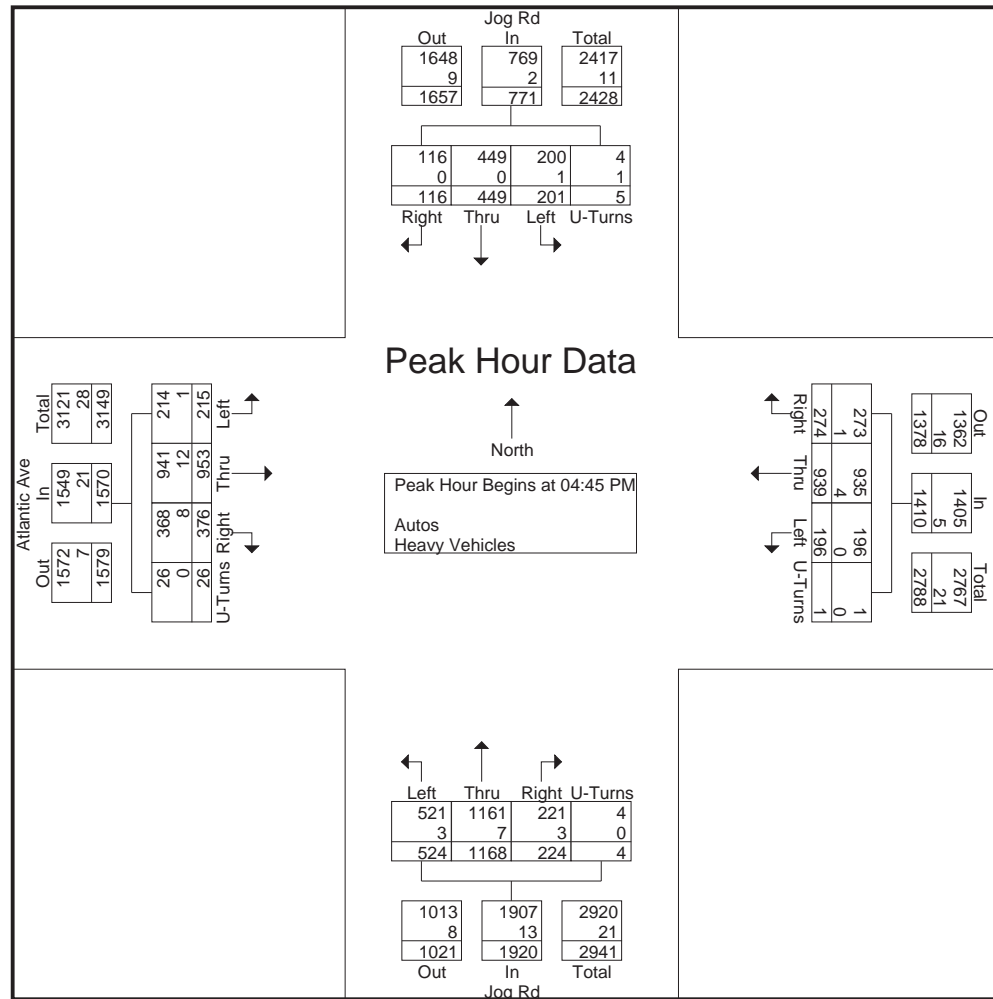
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	8	64	230	97	399	0	54	271	58	383	0	138	240	63	441	3	63	89	27	182	1405
05:00 PM	5	52	242	77	376	0	39	221	78	338	3	155	288	49	495	0	35	117	30	182	1391
05:15 PM	2	69	212	121	404	1	54	192	67	314	0	123	337	59	519	0	57	112	37	206	1443
05:30 PM	11	30	269	81	391	0	49	255	71	375	1	108	303	53	465	2	46	131	22	201	1432
Total Volume	26	215	953	376	1570	1	196	939	274	1410	4	524	1168	224	1920	5	201	449	116	771	5671
% App. Total	1.7	13.7	60.7	23.9		0.1	13.9	66.6	19.4		0.2	27.3	60.8	11.7		0.6	26.1	58.2	15		
PHF	.591	.779	.886	.777	.972	.250	.907	.866	.878	.920	.333	.845	.866	.889	.925	.417	.798	.857	.784	.936	.983
Autos	26	214	941	368	1549	1	196	935	273	1405	4	521	1161	221	1907	4	200	449	116	769	5630
% Autos	100	99.5	98.7	97.9	98.7	100	100	99.6	99.6	99.6	100	99.4	99.4	98.7	99.3	80.0	99.5	100	100	99.7	99.3
Heavy Vehicles	0	1	12	8	21	0	0	4	1	5	0	3	7	3	13	1	1	0	0	2	41
% Heavy Vehicles	0	0.5	1.3	2.1	1.3	0	0	0.4	0.4	0.4	0	0.6	0.6	1.3	0.7	20.0	0.5	0	0	0.3	0.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	2	3	0	1	6	0	7	0	3	0	0	3	0	0	0	0	0	0
06:30 AM	0	0	3	2	5	0	0	3	0	3	0	1	1	0	2	0	1	1	0	2	2
06:45 AM	0	0	4	1	5	0	0	4	0	4	0	0	0	1	1	0	0	1	0	1	1
Total	0	1	7	5	13	0	1	21	0	22	0	4	1	1	6	0	1	2	0	3	44
07:00 AM	0	0	1	1	2	0	1	3	0	4	0	2	1	0	3	0	0	0	0	0	0
07:15 AM	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	7
07:30 AM	0	0	1	2	3	0	0	1	0	1	0	1	0	1	2	0	0	2	0	2	8
07:45 AM	0	0	4	4	8	0	0	4	1	5	0	2	0	1	3	0	0	5	0	5	21
Total	0	1	9	7	17	0	1	8	1	10	0	6	1	2	9	0	1	7	1	9	45
08:00 AM	0	1	2	0	3	0	1	5	0	6	0	0	4	1	5	0	0	1	0	1	15
08:15 AM	0	0	8	2	10	0	0	7	0	7	0	1	1	0	2	0	2	1	0	3	22
08:30 AM	0	1	3	0	4	0	0	1	1	2	0	1	0	0	1	1	0	1	0	2	9
08:45 AM	0	0	5	5	10	0	0	4	0	4	0	3	2	0	5	2	0	1	0	3	22
Total	0	2	18	7	27	0	1	17	1	19	0	5	7	1	13	3	2	4	0	9	68
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	2	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
03:45 PM	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	1	5	0	6	0	0	4	0	4	0	6	0	0	6	0	0	0	0	0	16
04:00 PM	0	0	2	1	3	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	9
04:15 PM	0	1	1	2	4	0	0	1	0	1	0	1	1	1	3	0	1	1	0	2	10
04:30 PM	0	0	1	0	1	0	0	4	0	4	0	1	3	0	4	0	0	0	0	0	9
04:45 PM	0	0	2	4	6	0	0	2	1	3	0	0	3	1	4	1	0	0	0	1	14
Total	0	1	6	7	14	0	0	8	1	9	0	6	8	2	16	1	1	1	0	3	42

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	5	0	5	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	10
05:15 PM	0	1	5	4	10	0	0	1	0	1	0	1	2	2	5	0	0	0	0	0	16
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	2	0	3	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	2	12	4	18	0	0	4	1	5	0	3	4	2	9	0	1	0	0	1	33
Grand Total	0	8	57	30	95	0	3	62	4	69	0	30	21	8	59	4	6	14	1	25	248
Apprch %	0	8.4	60	31.6		0	4.3	89.9	5.8		0	50.8	35.6	13.6		16	24	56	4		
Total %	0	3.2	23	12.1	38.3	0	1.2	25	1.6	27.8	0	12.1	8.5	3.2	23.8	1.6	2.4	5.6	0.4	10.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5A- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/25/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	2	0	0	0	2	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	6
Total	4	0	0	0	4	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0	9
Grand Total	6	0	0	0	6	4	0	0	0	4	2	0	1	0	3	2	0	0	0	2	15
Apprch %	100	0	0	0		100	0	0	0		66.7	0	33.3	0		100	0	0	0		
Total %	40	0	0	0	40	26.7	0	0	0	26.7	13.3	0	6.7	0	20	13.3	0	0	0	13.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	1	2	59	27	89	0	5	77	4	86	0	13	14	4	31	0	5	59	8	72	278
06:15 AM	0	4	75	34	113	0	9	64	4	77	0	23	23	6	52	0	13	76	11	100	342
06:30 AM	0	18	104	82	204	0	5	119	9	133	0	27	25	19	71	0	20	127	22	169	577
06:45 AM	1	9	158	108	276	0	40	179	13	232	0	37	30	16	83	0	25	175	26	226	817
Total	2	33	396	251	682	0	59	439	30	528	0	100	92	45	237	0	63	437	67	567	2014
07:00 AM	4	22	204	139	369	0	52	157	4	213	1	36	49	16	102	0	39	211	25	275	959
07:15 AM	1	21	240	194	456	0	41	167	21	229	0	67	67	30	164	1	34	291	26	352	1201
07:30 AM	1	22	368	204	595	0	91	214	12	317	0	68	84	48	200	2	35	292	27	356	1468
07:45 AM	3	18	362	203	586	0	78	157	28	263	0	90	111	45	246	1	40	375	37	453	1548
Total	9	83	1174	740	2006	0	262	695	65	1022	1	261	311	139	712	4	148	1169	115	1436	5176
08:00 AM	3	38	403	184	628	0	47	180	26	253	0	80	120	78	278	0	48	322	24	394	1553
08:15 AM	1	30	366	166	563	0	90	150	28	268	0	85	131	54	270	1	39	316	50	406	1507
08:30 AM	0	34	341	182	557	0	66	144	30	240	0	70	120	57	247	0	53	307	33	393	1437
08:45 AM	2	40	378	166	586	0	76	169	31	276	0	79	109	39	227	0	38	261	41	340	1429
Total	6	142	1488	698	2334	0	279	643	115	1037	0	314	480	228	1022	1	178	1206	148	1533	5926
*** BREAK ***																					
03:00 PM	4	42	224	60	330	2	39	251	51	343	1	124	228	47	400	0	42	141	17	200	1273
03:15 PM	3	50	237	62	352	1	42	236	69	348	1	120	234	56	411	1	52	157	21	231	1342
03:30 PM	2	49	248	87	386	0	56	252	56	364	0	147	229	59	435	0	41	140	29	210	1395
03:45 PM	5	52	258	94	409	1	47	245	63	356	0	132	245	61	438	0	49	137	23	209	1412
Total	14	193	967	303	1477	4	184	984	239	1411	2	523	936	223	1684	1	184	575	90	850	5422
04:00 PM	6	57	245	123	431	0	56	259	54	369	0	140	247	62	449	0	50	125	28	203	1452
04:15 PM	8	68	258	105	439	2	59	235	67	363	1	135	275	56	467	2	49	137	22	210	1479
04:30 PM	2	51	296	87	436	3	44	303	78	428	2	133	284	48	467	2	62	136	36	236	1567
04:45 PM	4	50	212	87	353	4	67	280	73	424	0	149	294	50	493	2	69	114	22	207	1477
Total	20	226	1011	402	1659	9	226	1077	272	1584	3	557	1100	216	1876	6	230	512	108	856	5975

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

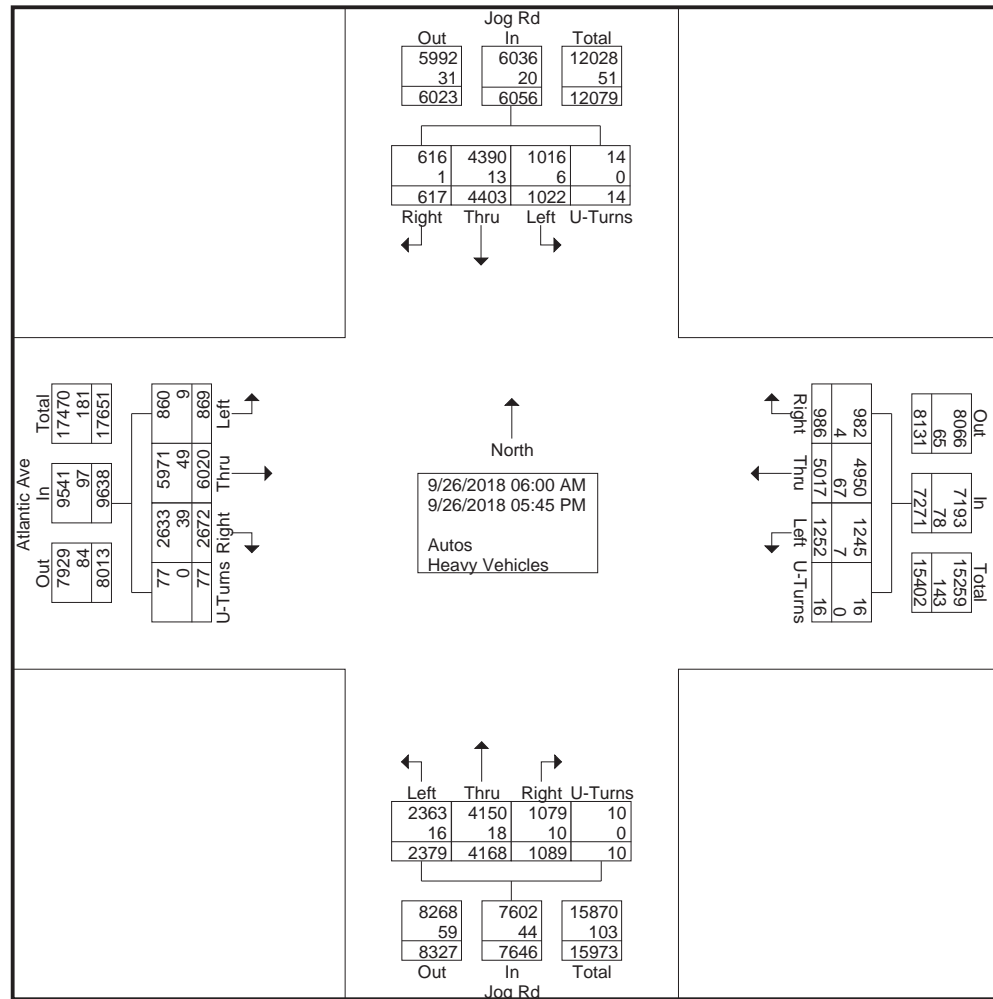
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	8	44	231	58	341	0	62	279	79	420	2	148	320	61	531	0	60	137	36	233	1525
05:15 PM	8	56	298	92	454	0	70	360	66	496	0	176	356	66	598	2	67	136	22	227	1775
05:30 PM	5	43	235	58	341	1	59	283	73	416	0	147	288	48	483	0	53	117	17	187	1427
05:45 PM	5	49	220	70	344	2	51	257	47	357	2	153	285	63	503	0	39	114	14	167	1371
Total	26	192	984	278	1480	3	242	1179	265	1689	4	624	1249	238	2115	2	219	504	89	814	6098
Grand Total	77	869	6020	2672	9638	16	1252	5017	986	7271	10	2379	4168	1089	7646	14	1022	4403	617	6056	30611
Apprch %	0.8	9	62.5	27.7		0.2	17.2	69	13.6		0.1	31.1	54.5	14.2		0.2	16.9	72.7	10.2		
Total %	0.3	2.8	19.7	8.7	31.5	0.1	4.1	16.4	3.2	23.8	0	7.8	13.6	3.6	25	0	3.3	14.4	2	19.8	
Autos	77	860	5971	2633	9541	16	1245	4950	982	7193	10	2363	4150	1079	7602	14	1016	4390	616	6036	30372
% Autos	100	99	99.2	98.5	99	100	99.4	98.7	99.6	98.9	100	99.3	99.6	99.1	99.4	100	99.4	99.7	99.8	99.7	99.2
Heavy Vehicles	0	9	49	39	97	0	7	67	4	78	0	16	18	10	44	0	6	13	1	20	239
% Heavy Vehicles	0	1	0.8	1.5	1	0	0.6	1.3	0.4	1.1	0	0.7	0.4	0.9	0.6	0	0.6	0.3	0.2	0.3	0.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 4

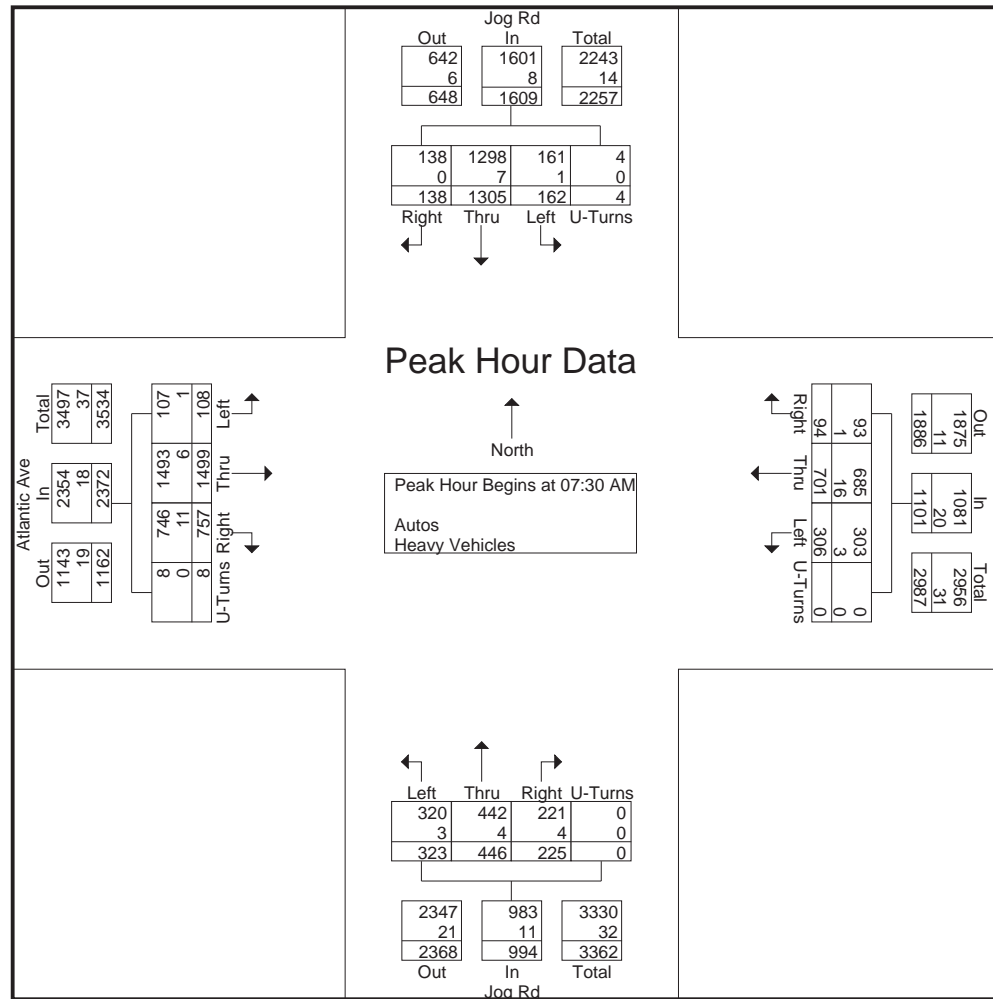
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	22	368	204	595	0	91	214	12	317	0	68	84	48	200	2	35	292	27	356	1468
07:45 AM	3	18	362	203	586	0	78	157	28	263	0	90	111	45	246	1	40	375	37	453	1548
08:00 AM	3	38	403	184	628	0	47	180	26	253	0	80	120	78	278	0	48	322	24	394	1553
08:15 AM	1	30	366	166	563	0	90	150	28	268	0	85	131	54	270	1	39	316	50	406	1507
Total Volume	8	108	1499	757	2372	0	306	701	94	1101	0	323	446	225	994	4	162	1305	138	1609	6076
% App. Total	0.3	4.6	63.2	31.9		0	27.8	63.7	8.5		0	32.5	44.9	22.6		0.2	10.1	81.1	8.6		
PHF	.667	.711	.930	.928	.944	.000	.841	.819	.839	.868	.000	.897	.851	.721	.894	.500	.844	.870	.690	.888	.978
Autos	8	107	1493	746	2354	0	303	685	93	1081	0	320	442	221	983	4	161	1298	138	1601	6019
% Autos	100	99.1	99.6	98.5	99.2	0	99.0	97.7	98.9	98.2	0	99.1	99.1	98.2	98.9	100	99.4	99.5	100	99.5	99.1
Heavy Vehicles	0	1	6	11	18	0	3	16	1	20	0	3	4	4	11	0	1	7	0	8	57
% Heavy Vehicles	0	0.9	0.4	1.5	0.8	0	1.0	2.3	1.1	1.8	0	0.9	0.9	1.8	1.1	0	0.6	0.5	0	0.5	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
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CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 6

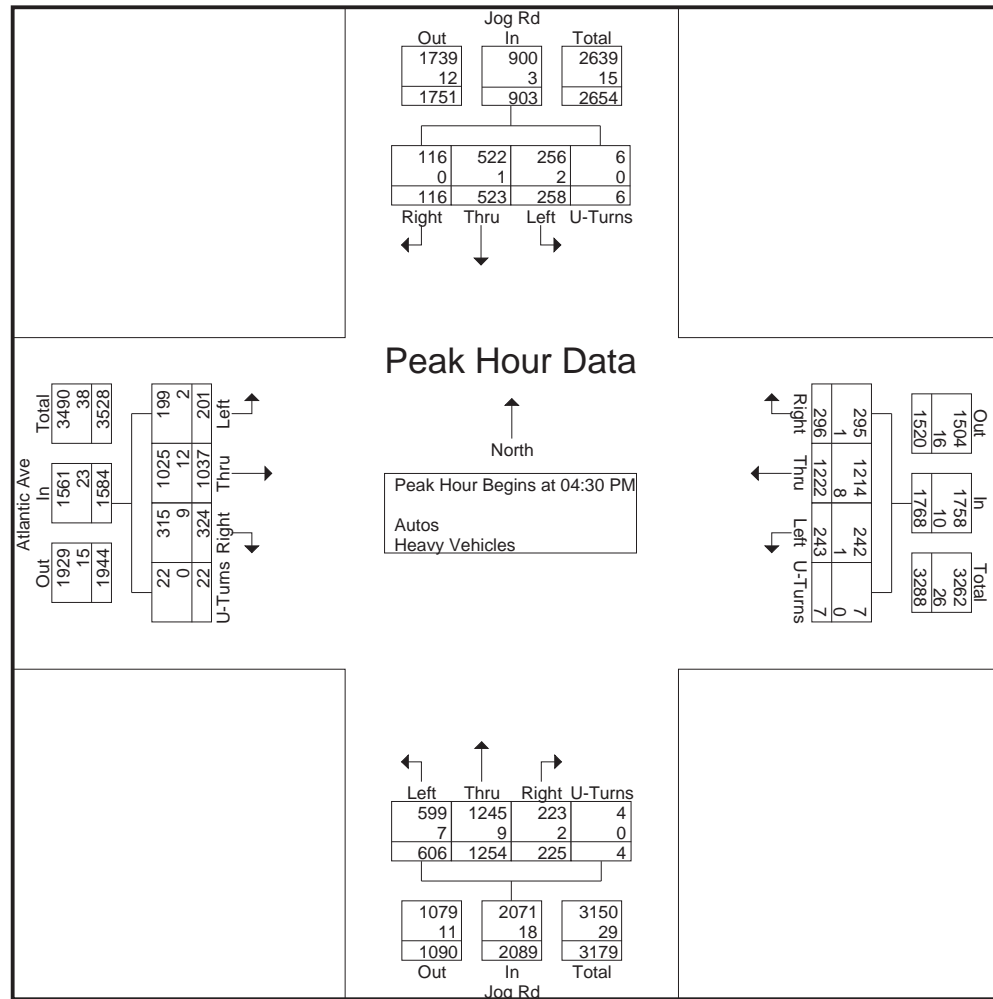
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	51	296	87	436	3	44	303	78	428	2	133	284	48	467	2	62	136	36	236	1567
04:45 PM	4	50	212	87	353	4	67	280	73	424	0	149	294	50	493	2	69	114	22	207	1477
05:00 PM	8	44	231	58	341	0	62	279	79	420	2	148	320	61	531	0	60	137	36	233	1525
05:15 PM	8	56	298	92	454	0	70	360	66	496	0	176	356	66	598	2	67	136	22	227	1775
Total Volume	22	201	1037	324	1584	7	243	1222	296	1768	4	606	1254	225	2089	6	258	523	116	903	6344
% App. Total	1.4	12.7	65.5	20.5		0.4	13.7	69.1	16.7		0.2	29	60	10.8		0.7	28.6	57.9	12.8		
PHF	.688	.897	.870	.880	.872	.438	.868	.849	.937	.891	.500	.861	.881	.852	.873	.750	.935	.954	.806	.957	.894
Autos	22	199	1025	315	1561	7	242	1214	295	1758	4	599	1245	223	2071	6	256	522	116	900	6290
% Autos	100	99.0	98.8	97.2	98.5	100	99.6	99.3	99.7	99.4	100	98.8	99.3	99.1	99.1	100	99.2	99.8	100	99.7	99.1
Heavy Vehicles	0	2	12	9	23	0	1	8	1	10	0	7	9	2	18	0	2	1	0	3	54
% Heavy Vehicles	0	1.0	1.2	2.8	1.5	0	0.4	0.7	0.3	0.6	0	1.2	0.7	0.9	0.9	0	0.8	0.2	0	0.3	0.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	3	3	0	0	9	1	10	0	0	1	0	1	0	0	0	0	0	14
06:15 AM	0	0	1	2	3	0	0	6	0	6	0	0	0	1	1	0	0	0	1	1	11
06:30 AM	0	2	0	1	3	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	6
06:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	6
Total	0	2	4	6	12	0	0	18	1	19	0	0	1	1	2	0	0	3	1	4	37
07:00 AM	0	0	2	0	2	0	0	4	0	4	0	1	1	1	3	0	1	0	0	1	10
07:15 AM	0	1	6	3	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
07:30 AM	0	0	2	4	6	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	11
07:45 AM	0	0	0	5	5	0	1	4	1	6	0	0	0	0	0	0	0	3	0	3	14
Total	0	1	10	12	23	0	1	12	1	14	0	1	1	2	4	0	2	3	0	5	46
08:00 AM	0	0	1	0	1	0	1	6	0	7	0	0	1	1	2	0	0	3	0	3	13
08:15 AM	0	1	3	2	6	0	1	2	0	3	0	3	3	2	8	0	1	1	0	2	19
08:30 AM	0	0	5	1	6	0	0	5	0	5	0	0	0	1	1	0	0	0	0	0	12
08:45 AM	0	0	4	3	7	0	1	2	1	4	0	1	0	0	1	0	0	2	0	2	14
Total	0	1	13	6	20	0	3	15	1	19	0	4	4	4	12	0	1	6	0	7	58
*** BREAK ***																					
03:00 PM	0	1	0	2	3	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	6
03:15 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	1	1	2	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	6
03:45 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	1	4	3	8	0	0	7	0	7	0	3	2	0	5	0	0	0	0	0	20
04:00 PM	0	1	0	1	2	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	1	3	1	5	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	10
04:30 PM	0	0	0	1	1	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	6
04:45 PM	0	1	3	3	7	0	0	2	0	2	0	2	3	1	6	0	0	0	0	0	15
Total	0	3	6	6	15	0	2	8	0	10	0	5	5	1	11	0	1	0	0	1	37

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	3	3	6	0	0	2	1	3	0	1	2	0	3	0	0	1	0	1	13
05:15 PM	0	1	6	2	9	0	1	2	0	3	0	2	3	1	6	0	2	0	0	2	20
05:30 PM	0	0	1	1	2	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	5
05:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	12	6	19	0	1	7	1	9	0	3	5	2	10	0	2	1	0	3	41
Grand Total	0	9	49	39	97	0	7	67	4	78	0	16	18	10	44	0	6	13	1	20	239
Apprch %	0	9.3	50.5	40.2		0	9	85.9	5.1		0	36.4	40.9	22.7		0	30	65	5		
Total %	0	3.8	20.5	16.3	40.6	0	2.9	28	1.7	32.6	0	6.7	7.5	4.2	18.4	0	2.5	5.4	0.4	8.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5B- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/26/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total	
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	2
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	3
*** BREAK ***																						
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
*** BREAK ***																						
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	3	4
*** BREAK ***																						
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	4	7
05:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
Grand Total	4	0	0	0	4	4	0	0	0	4	3	0	0	0	3	6	0	0	0	6	6	17
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0			
Total %	23.5	0	0	0	23.5	23.5	0	0	0	23.5	17.6	0	0	0	17.6	35.3	0	0	0	35.3		

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	4	50	30	84	0	9	61	6	76	0	22	22	3	47	0	10	69	6	85	292
06:15 AM	0	2	62	69	133	0	10	95	7	112	0	19	25	12	56	2	12	95	13	122	423
06:30 AM	0	7	85	107	199	0	15	113	9	137	0	20	23	9	52	0	25	142	17	184	572
06:45 AM	1	11	133	132	277	0	14	182	13	209	0	35	44	19	98	0	28	177	21	226	810
Total	1	24	330	338	693	0	48	451	35	534	0	96	114	43	253	2	75	483	57	617	2097
07:00 AM	1	22	216	117	356	0	27	160	13	200	0	43	47	9	99	0	25	190	18	233	888
07:15 AM	1	28	225	158	412	0	28	173	14	215	1	50	71	25	147	1	39	269	20	329	1103
07:30 AM	1	30	319	172	522	1	58	150	26	235	0	57	86	31	174	0	37	329	22	388	1319
07:45 AM	1	30	302	206	539	0	63	137	21	221	0	64	126	45	235	2	3	409	31	445	1440
Total	4	110	1062	653	1829	1	176	620	74	871	1	214	330	110	655	3	104	1197	91	1395	4750
08:00 AM	0	35	370	148	553	0	50	154	14	218	1	46	146	66	259	1	60	325	29	415	1445
08:15 AM	1	30	389	161	581	0	35	162	24	221	1	64	120	55	240	2	58	326	44	430	1472
08:30 AM	0	48	326	159	533	0	77	111	27	215	0	55	126	54	235	1	53	327	19	400	1383
08:45 AM	5	52	353	178	588	0	57	117	24	198	0	53	147	58	258	2	60	300	23	385	1429
Total	6	165	1438	646	2255	0	219	544	89	852	2	218	539	233	992	6	231	1278	115	1630	5729
*** BREAK ***																					
03:00 PM	2	28	237	68	335	0	53	226	43	322	0	118	221	42	381	0	38	142	23	203	1241
03:15 PM	7	39	221	79	346	2	47	238	51	338	0	124	248	51	423	1	34	142	28	205	1312
03:30 PM	5	42	220	86	353	1	53	242	48	344	0	129	256	49	434	1	51	115	33	200	1331
03:45 PM	5	39	228	72	344	1	55	248	49	353	0	138	239	62	439	0	42	130	31	203	1339
Total	19	148	906	305	1378	4	208	954	191	1357	0	509	964	204	1677	2	165	529	115	811	5223
04:00 PM	3	38	226	103	370	1	43	241	53	338	0	125	248	59	432	0	40	119	38	197	1337
04:15 PM	9	50	231	79	369	2	66	231	50	349	0	111	248	75	434	2	57	117	31	207	1359
04:30 PM	5	42	237	119	403	1	50	291	54	396	0	136	263	66	465	1	57	120	32	210	1474
04:45 PM	4	40	253	76	373	4	48	243	46	341	3	143	256	51	453	0	36	157	21	214	1381
Total	21	170	947	377	1515	8	207	1006	203	1424	3	515	1015	251	1784	3	190	513	122	828	5551

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PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Autos - Heavy Vehicles

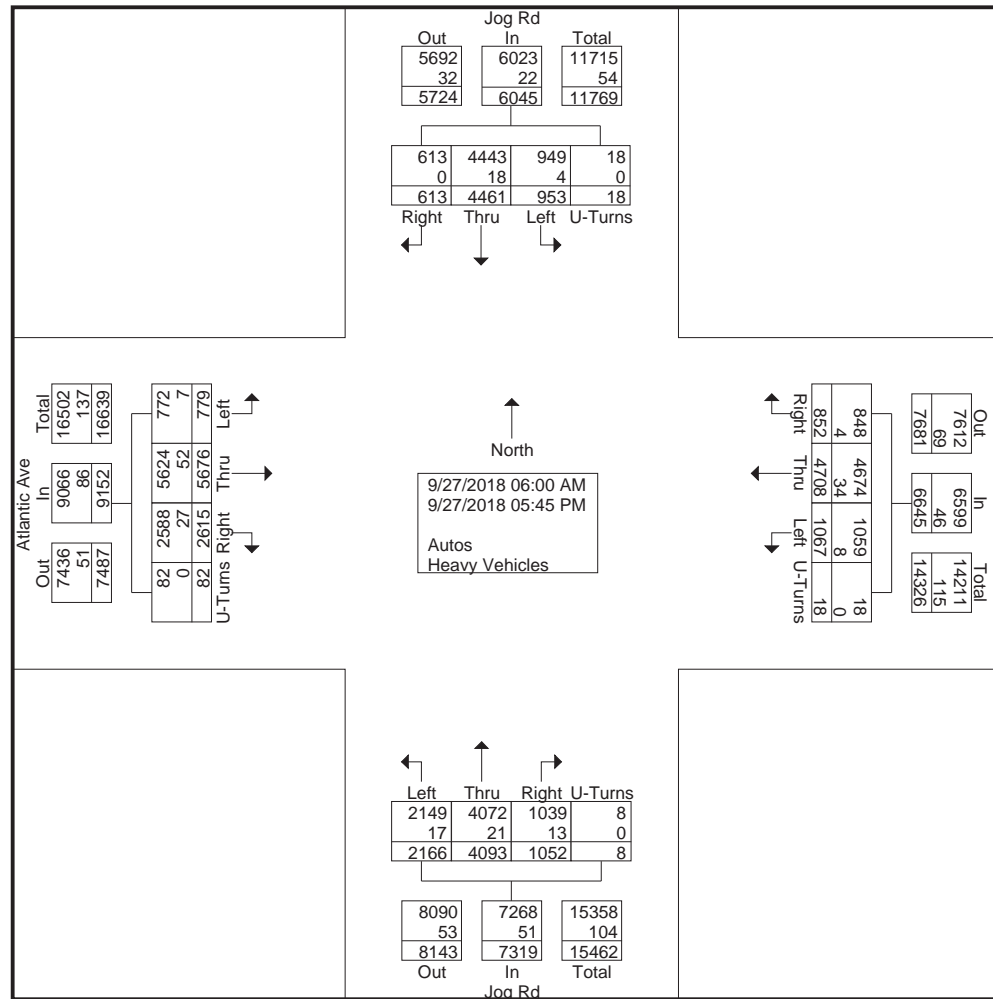
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	11	44	243	72	370	2	54	290	74	420	0	148	263	40	451	0	36	92	26	154	1395
05:15 PM	8	44	262	60	374	0	59	302	77	438	1	115	283	64	463	0	52	125	29	206	1481
05:30 PM	3	35	289	63	390	1	51	296	60	408	1	184	302	51	538	2	52	134	26	214	1550
05:45 PM	9	39	199	101	348	2	45	245	49	341	0	167	283	56	506	0	48	110	32	190	1385
Total	31	162	993	296	1482	5	209	1133	260	1607	2	614	1131	211	1958	2	188	461	113	764	5811
Grand Total	82	779	5676	2615	9152	18	1067	4708	852	6645	8	2166	4093	1052	7319	18	953	4461	613	6045	29161
Apprch %	0.9	8.5	62	28.6		0.3	16.1	70.9	12.8		0.1	29.6	55.9	14.4		0.3	15.8	73.8	10.1		
Total %	0.3	2.7	19.5	9	31.4	0.1	3.7	16.1	2.9	22.8	0	7.4	14	3.6	25.1	0.1	3.3	15.3	2.1	20.7	
Autos	82	772	5624	2588	9066	18	1059	4674	848	6599	8	2149	4072	1039	7268	18	949	4443	613	6023	28956
% Autos	100	99.1	99.1	99	99.1	100	99.3	99.3	99.5	99.3	100	99.2	99.5	98.8	99.3	100	99.6	99.6	100	99.6	99.3
Heavy Vehicles	0	7	52	27	86	0	8	34	4	46	0	17	21	13	51	0	4	18	0	22	205
% Heavy Vehicles	0	0.9	0.9	1	0.9	0	0.7	0.7	0.5	0.7	0	0.8	0.5	1.2	0.7	0	0.4	0.4	0	0.4	0.7

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File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 4

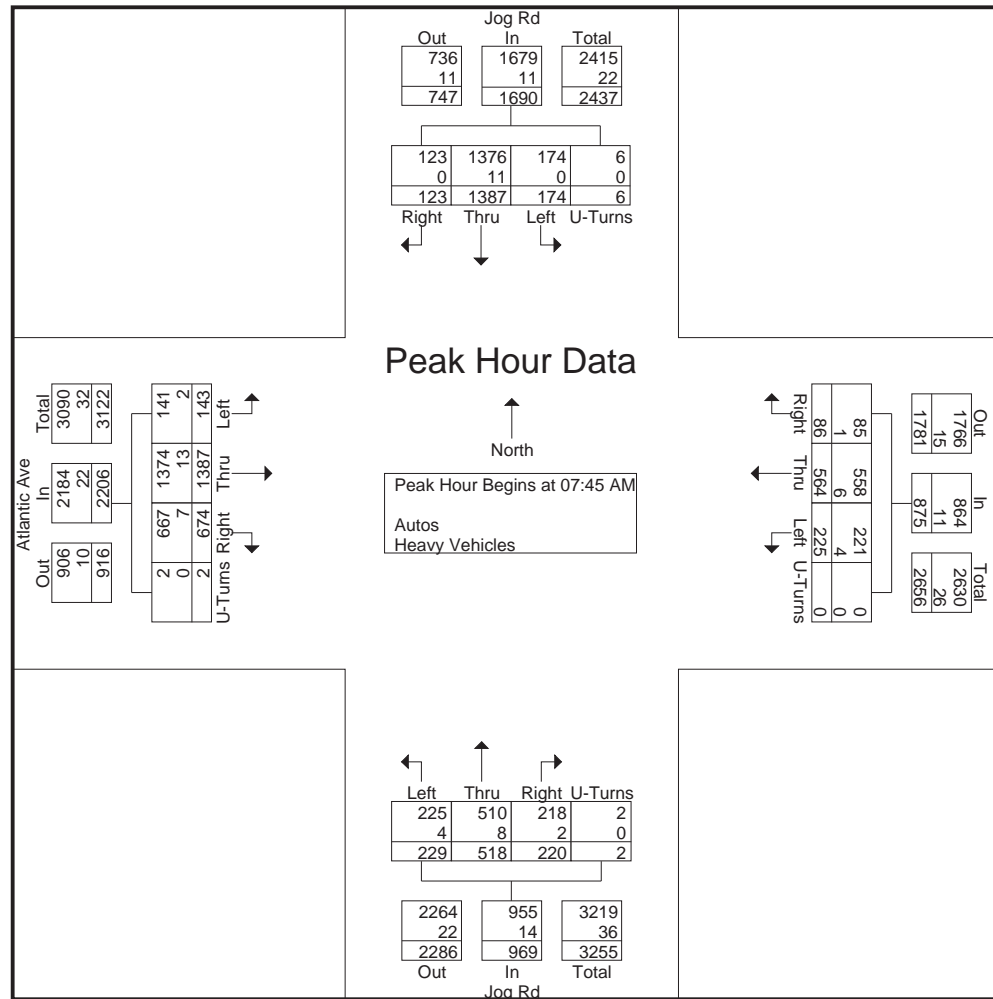
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	30	302	206	539	0	63	137	21	221	0	64	126	45	235	2	3	409	31	445	1440
08:00 AM	0	35	370	148	553	0	50	154	14	218	1	46	146	66	259	1	60	325	29	415	1445
08:15 AM	1	30	389	161	581	0	35	162	24	221	1	64	120	55	240	2	58	326	44	430	1472
08:30 AM	0	48	326	159	533	0	77	111	27	215	0	55	126	54	235	1	53	327	19	400	1383
Total Volume	2	143	1387	674	2206	0	225	564	86	875	2	229	518	220	969	6	174	1387	123	1690	5740
% App. Total	0.1	6.5	62.9	30.6		0	25.7	64.5	9.8		0.2	23.6	53.5	22.7		0.4	10.3	82.1	7.3		
PHF	.500	.745	.891	.818	.949	.000	.731	.870	.796	.990	.500	.895	.887	.833	.935	.750	.725	.848	.699	.949	.975
Autos	2	141	1374	667	2184	0	221	558	85	864	2	225	510	218	955	6	174	1376	123	1679	5682
% Autos	100	98.6	99.1	99.0	99.0	0	98.2	98.9	98.8	98.7	100	98.3	98.5	99.1	98.6	100	100	99.2	100	99.3	99.0
Heavy Vehicles	0	2	13	7	22	0	4	6	1	11	0	4	8	2	14	0	0	11	0	11	58
% Heavy Vehicles	0	1.4	0.9	1.0	1.0	0	1.8	1.1	1.2	1.3	0	1.7	1.5	0.9	1.4	0	0	0.8	0	0.7	1.0

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File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 6

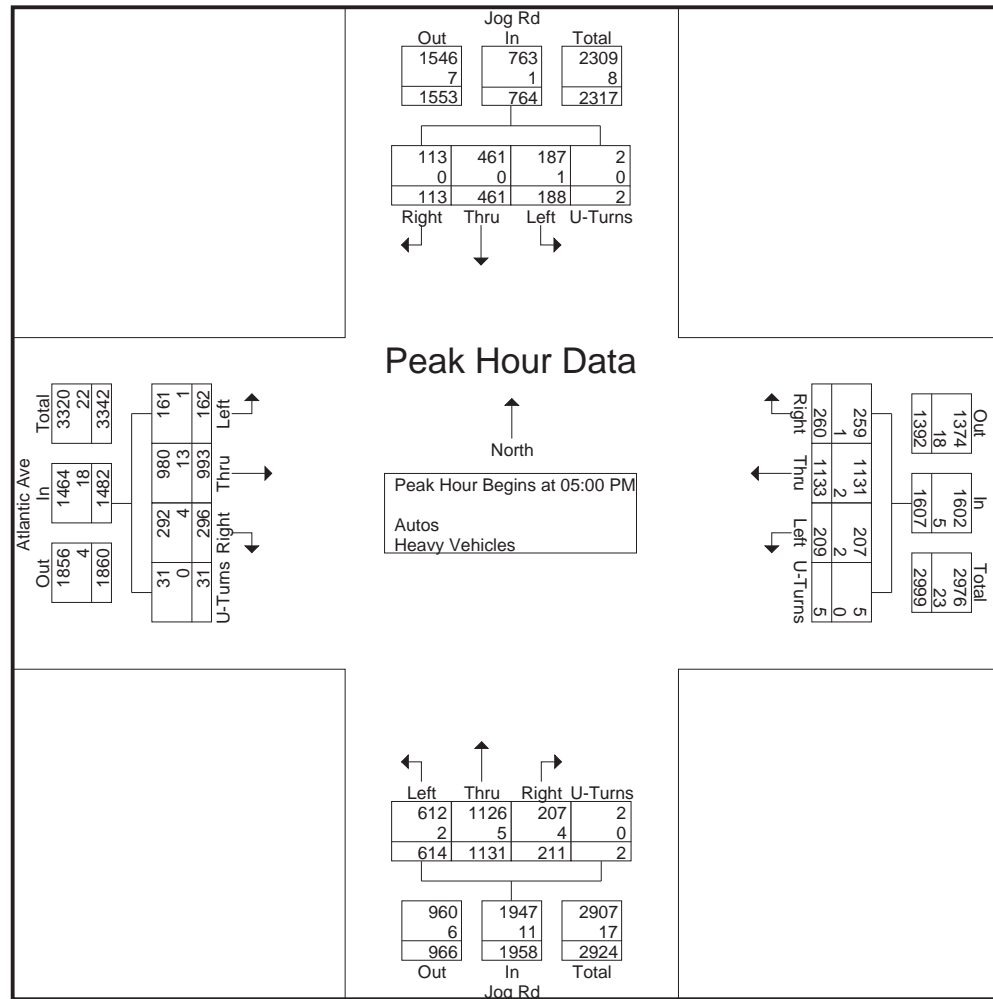
Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	44	243	72	370	2	54	290	74	420	0	148	263	40	451	0	36	92	26	154	1395
05:15 PM	8	44	262	60	374	0	59	302	77	438	1	115	283	64	463	0	52	125	29	206	1481
05:30 PM	3	35	289	63	390	1	51	296	60	408	1	184	302	51	538	2	52	134	26	214	1550
05:45 PM	9	39	199	101	348	2	45	245	49	341	0	167	283	56	506	0	48	110	32	190	1385
Total Volume	31	162	993	296	1482	5	209	1133	260	1607	2	614	1131	211	1958	2	188	461	113	764	5811
% App. Total	2.1	10.9	67	20		0.3	13	70.5	16.2		0.1	31.4	57.8	10.8		0.3	24.6	60.3	14.8		
PHF	.705	.920	.859	.733	.950	.625	.886	.938	.844	.917	.500	.834	.936	.824	.910	.250	.904	.860	.883	.893	.937
Autos	31	161	980	292	1464	5	207	1131	259	1602	2	612	1126	207	1947	2	187	461	113	763	5776
% Autos	100	99.4	98.7	98.6	98.8	100	99.0	99.8	99.6	99.7	100	99.7	99.6	98.1	99.4	100	99.5	100	100	99.9	99.4
Heavy Vehicles	0	1	13	4	18	0	2	2	1	5	0	2	5	4	11	0	1	0	0	1	35
% Heavy Vehicles	0	0.6	1.3	1.4	1.2	0	1.0	0.2	0.4	0.3	0	0.3	0.4	1.9	0.6	0	0.5	0	0	0.1	0.6

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Site Code : 00000000
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JOB NO: TWO 1
PROJECT: Atlantic Avenue Pre-PDE
COUNTY: Palm Beach

File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
06:00 AM	0	0	1	1	2	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	9
06:15 AM	0	1	2	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
06:30 AM	0	0	0	2	2	0	0	2	0	2	0	1	0	0	1	0	0	1	0	1	6
06:45 AM	0	0	1	0	1	0	0	2	1	3	0	1	1	2	4	0	0	1	0	1	9
Total	0	1	4	4	9	0	0	16	1	17	0	2	1	3	6	0	0	2	0	2	34
07:00 AM	0	0	1	2	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
07:15 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	1	2	0	1	1	0	2	7
07:30 AM	0	0	2	2	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	1	4	5	0	0	2	1	3	0	1	0	0	1	0	0	5	0	5	14
Total	0	1	5	8	14	0	1	4	1	6	0	3	0	1	4	0	1	7	0	8	32
08:00 AM	0	1	6	3	10	0	0	2	0	2	0	2	2	1	5	0	0	2	0	2	19
08:15 AM	0	1	3	0	4	0	3	2	0	5	0	1	3	1	5	0	0	4	0	4	18
08:30 AM	0	0	3	0	3	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	7
08:45 AM	0	1	4	2	7	0	1	1	0	2	0	0	2	0	2	0	0	1	0	1	12
Total	0	3	16	5	24	0	5	5	0	10	0	3	10	2	15	0	0	7	0	7	56
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	2	1	3	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	2	1	3	0	0	3	0	3	0	4	0	1	5	0	0	0	0	0	11
04:00 PM	0	1	0	1	2	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	7
04:15 PM	0	0	2	2	4	0	0	2	0	2	0	0	2	0	2	0	1	1	0	2	10
04:30 PM	0	0	3	0	3	0	0	0	0	0	0	1	2	0	3	0	1	1	0	2	8
04:45 PM	0	0	7	2	9	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	12
Total	0	1	12	5	18	0	0	4	1	5	0	3	5	2	10	0	2	2	0	4	37

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File Name : 5C- Jog Rd & Atlantic Ave
Site Code : 00000000
Start Date : 9/27/2018
Page No : 2

Groups Printed- Heavy Vehicles

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
05:00 PM	0	0	5	2	7	0	2	1	0	3	0	1	3	0	4	0	0	0	0	0	14
05:15 PM	0	0	7	1	8	0	0	0	0	0	0	0	2	3	5	0	1	0	0	1	14
05:30 PM	0	0	1	1	2	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	13	4	18	0	2	2	1	5	0	2	5	4	11	0	1	0	0	1	35
Grand Total	0	7	52	27	86	0	8	34	4	46	0	17	21	13	51	0	4	18	0	22	205
Apprch %	0	8.1	60.5	31.4		0	17.4	73.9	8.7		0	33.3	41.2	25.5		0	18.2	81.8	0		
Total %	0	3.4	25.4	13.2	42	0	3.9	16.6	2	22.4	0	8.3	10.2	6.3	24.9	0	2	8.8	0	10.7	

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Site Code : 00000000
Start Date : 9/27/2018
Page No : 1

Groups Printed- Peds

Start Time	Atlantic Ave Eastbound					Atlantic Ave Westbound					Jog Rd Northbound					Jog Rd Southbound					Int. Total
	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	5
*** BREAK ***																					
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	7
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	6
Grand Total	7	0	0	0	7	3	0	0	0	3	0	0	0	0	0	11	0	0	0	11	21
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	33.3	0	0	0	33.3	14.3	0	0	0	14.3	0	0	0	0	0	52.4	0	0	0	52.4	



Match Line "A"

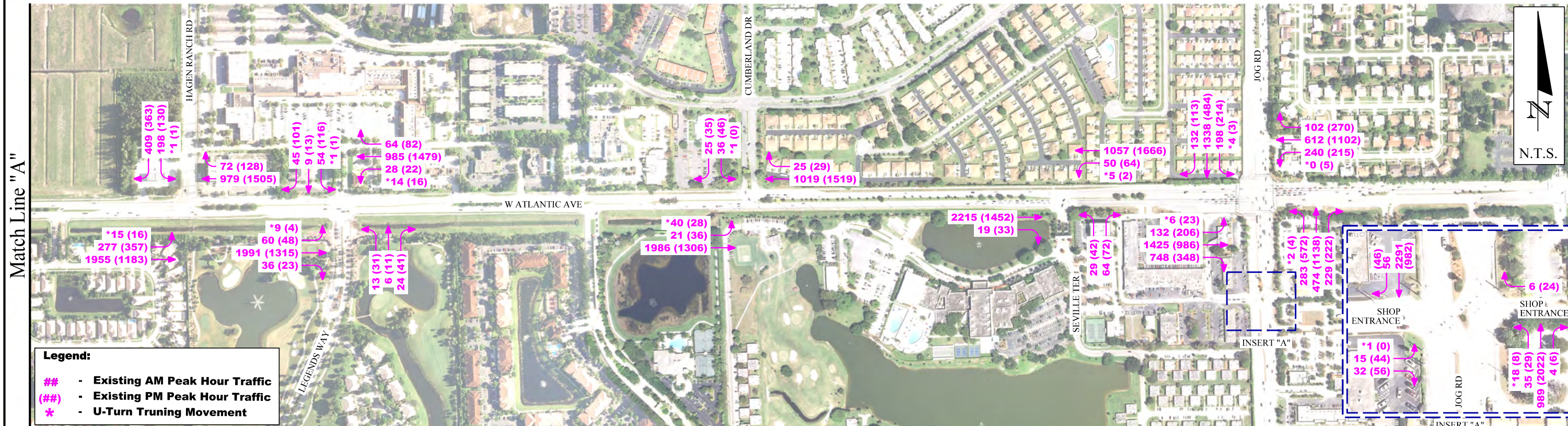
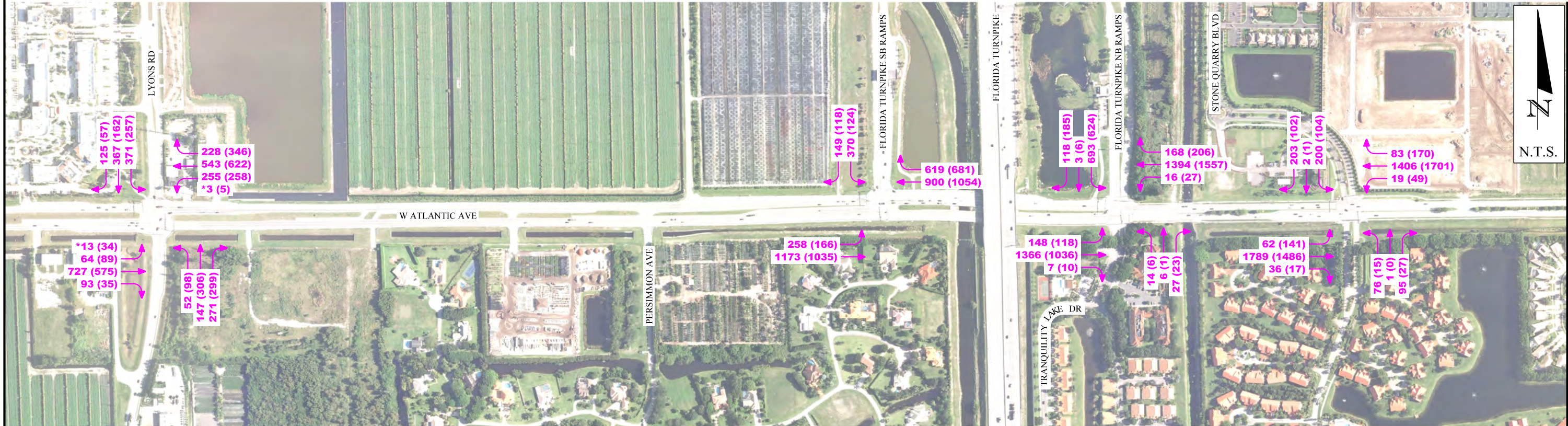


WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

FIGURE 2: EXISTING YEAR (2018) - ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Date 01/14/2019

Page 8



WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

FIGURE 3: EXISTING YEAR (2018) - TURNING MOVEMENT VOLUMES

Date	01/14/2019
Page	9

Match Line "A"



WEST ATLANTIC AVENUE
 FROM LYONS ROAD TO JOG ROAD

FIGURE 4: FUTURE YEARS - ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Date 01/14/2019

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APPENDIX C

Signal Timing Plans

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: W. ATLANTIC AVE & FL TURNPIKE (WEST) SIGNAL # 53041	CONTROLLER TYPE: NAZTEC SYSTEM # 4637
--	--

PHASE NUMBER	BOUND	TIMING INTERVAL										DETECTOR SETTINGS			
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL		PED RCL	PHASE ENABLE	LOCKED CALLS
1	EBLT	4.0	3.0	25.0		5.0	2.0	0.0	0.0	0.0	0		1	0	OD1=NORMAL
2	WB	10.0	4.0	50.0		5.0	2.0	7.0	27.0	1			1	1	OD2=NORMAL
3		0.0	0.0	0.0		3.0	0.0	0.0	0.0	0			1	0	OD3=NORMAL
4	SBLT	6.0	2.0	40.0		4.0	2.0	0.0	0.0	0			1	0	OD4=NORMAL
5		0.0	3.0	25.0		8.0	2.0	0.0	0.0	1			1	0	
6	EB	10.0	4.0	50.0		5.0	2.0	0.0	0.0	1			1	1	OD6=NORMAL OD6R=D/N(5)
7															
8	SB PED	0.0	0.0	0.0		4.0	2.0	7.0	31.0	0			1	0	

	PRE-EMPTION TIMING						SPECIAL FUNCTIONS					
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR GREEN	TRACK CLR Φ	PRE-EMPT LOCK	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
R/R							2.6	2,3,6	NO	2,6	3	
BRIDGE												
FIRE STN												
BUS												
Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS 2. REFER TO "ITS" PROGRAMMING SHEET 3. UPDATED FOR CONFLICTING PED PROGRAM 4.												
TIMING DESIGNED BY: RONALD TIBBETTS			DATE: 4/3/2019			APPROVED BY: LEE GAO, P.E. PTOE			DATE: 4/20/19			

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: W. ATLANTIC AVE & FL TURNPIKE (WEST)		CONTROLLER TYPE: NAZTEC	
SYSTEM: W. ATLANTIC AVE	SIGNAL # 53041	SYSTEM # 4637	

TOD SCHEDULER											
WEEKDAY						WEEKEND					
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	5	0:00	100	9:00	5
10:00	1	15:30	3	9:00	1	18:30	5	11:00	1	18:00	5
18:30	1	20:00	5	22:30	100			22:30	100		
23:00	100										

TIMING PLANS											
TIMING PLANS											
PATTERN	1	2	3	4	5	6					
CYCLE LENGTH (SEC)	160	160	170	130	120	6					
OFFSET (SEC)	27	103	69	93	23						
COORDINATED PHASE											
SEQUENCE	1	1	1	1	1						
ALT TIMING PLAN	1	2	3		4						
FORCE-OFF 1 (SEC)	EBLT 21	MODE NON	SPLIT 32	MODE NON	SPLIT 20	MODE NON					
FORCE-OFF 2 (SEC)	WB 71	MODE MAX	SPLIT 62	MODE MAX	SPLIT 38	MODE MAX					
FORCE-OFF 3 (SEC)	SBLT 3	MODE NON	SPLIT 3	MODE NON	SPLIT 3	MODE NON					
FORCE-OFF 4 (SEC)	NB 65	MODE NON	SPLIT 63	MODE NON	SPLIT 69	MODE NON					
FORCE-OFF 5 (SEC)	WBLT 26	MODE NON	SPLIT 35	MODE NON	SPLIT 25	MODE NON					
FORCE-OFF 6 (SEC)	EB 66	MODE MAX	SPLIT 59	MODE MAX	SPLIT 33	MODE MAX					
FORCE-OFF 7 (SEC)	NBLT	MODE NON	SPLIT	MODE NON	SPLIT	MODE NON					
FORCE-OFF 8 (SEC)	SB 68	MODE NON	SPLIT 66	MODE NON	SPLIT 72	MODE NON					

Special Features:

1) _____

2) _____

3) _____

TIMING DESIGNED BY: RONALD TIBBETTS	DATE: 4/3/2019
APPROVED BY: LEE GAO, P.E. PTOE	DATE: 6/22/2019

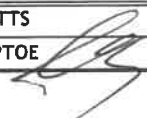
[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: W. ATLANTIC AVE & FL TURNPIKE (WEST)											SIGNAL # 53041					SYSTEM # 4637					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	3.0	25.0	12.0	5.0	2.0	0.0	0.0	1		1	4.0	3.0	25.0	15.0	5.0	2.0	0.0	0.0	1	
2	10.0	4.0	50.0	34.0	5.0	2.0	7.0	27.0	2		2	10.0	4.0	50.0	34.0	5.0	2.0	7.0	27.0	2	
3	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3		3	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3	
4	6.0	2.0	40.0	13.0	4.0	2.0	0.0	0.0	4		4	6.0	2.0	40.0	15.0	4.0	2.0	0.0	0.0	4	
5	0.0	3.0	25.0	0.0	8.0	2.0	0.0	0.0	5		5	0.0	3.0	25.0	0.0	8.0	2.0	0.0	0.0	5	
6	10.0	4.0	50.0	34.0	5.0	2.0	0.0	0.0	6		6	10.0	4.0	50.0	34.0	5.0	2.0	0.0	0.0	6	
7											7										
8	0.0	0.0	0.0	0.0	4.0	2.0	7.0	31.0	8		8	0.0	0.0	0.0	0.0	4.0	2.0	7.0	31.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	3.0	25.0	12.0	5.0	2.0	0.0	0.0	1		1	4.0	3.0	25.0	8.0	5.0	2.0	0.0	0.0	1	
2	10.0	4.0	50.0	34.0	5.0	2.0	7.0	27.0	2		2	10.0	4.0	50.0	34.0	5.0	2.0	7.0	27.0	2	
3	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3		3	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3	
4	6.0	2.0	40.0	12.0	4.0	2.0	0.0	0.0	4		4	6.0	2.0	40.0	10.0	4.0	2.0	0.0	0.0	4	
5	0.0	3.0	25.0	0.0	8.0	2.0	0.0	0.0	5		5	0.0	3.0	25.0	0.0	8.0	2.0	0.0	0.0	5	
6	10.0	4.0	50.0	34.0	5.0	2.0	0.0	0.0	6		6	10.0	4.0	50.0	34.0	5.0	2.0	0.0	0.0	6	
7											7										
8	0.0	0.0	0.0	0.0	4.0	2.0	7.0	31.0	8		8	0.0	0.0	0.0	0.0	4.0	2.0	7.0	31.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS										
ALT TIMING PLAN 5																					
1											ALT TIMING PLAN 1	PATTERN 1									
2											ALT TIMING PLAN 2	PATTERN 2									
3											ALT TIMING PLAN 3	PATTERN 3									
4											ALT TIMING PLAN 4	PATTERN 4									
5											ALT TIMING PLAN 5										
6																					
7																					
8																					

NOTES:

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE	4/3/2019
APPROVED BY:	LEE GAO, P.E PTOE 	DATE	4/22/2019

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WEST ATLANTIC AVENUE & FLA TURNPIKE(EAST)/TRANQUILITY LAKE DR	CONTROLLER TYPE:	NAZTEC
SIGNAL #	53043	SYSTEM #	4640

PHASE NUMBER	BOUND	TIMING INTERVAL										DETECTOR SETTINGS			
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL		PED RCL	PHASE ENABLE	LOCKED CALLS
1	EBLT	4.0	2.0	15.0		5.0	2.0	0.0	0.0	0			1	0	L1=Normal
2	WB	20.0	4.0	70.0		5.0	2.0	7.0	25.0	1			1	1	L2=NORMAL L2R=NORMAL
3	SB	6.0	2.0	40.0		4.0	2.5	7.0	32.0	0			1	0	L3=NORMAL L8=NORMAL L8R=D/N(10)
4	NB	6.0	2.0	30.0		4.0	3.0	7.0	22.0	0			1	0	L4=NORMAL L4R=D/N(10)
5	WBLT	4.0	2.0	10.0		5.0	2.0	0.0	0.0	0			1	0	L5=NORMAL
6	EB	20.0	4.0	70.0		5.0	2.0	7.0	17.0	1			1	1	L6=NORMAL L6R=NORMAL
7															
8															

	PRE-EMPTION TIMING					SPECIAL FUNCTIONS							
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
R/R									2,6	2,6	1,5	2,6	4
BRIDGE													
FIRE STN													
BUS													
Notes:													
1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS													
2. ORIGINAL DAYPLAN DUE TO FIXED LOOPS													
3. ADJUSTED ALT TABLES													
4.													

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE:	10/18/2018	APPROVED BY:	SCOTT E. ORNITZ, P.E.	DATE:	10/18/2018
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[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: WEST ATLANTIC AVENUE & FLA TURNPIKE(EAST)/TRANQUILITY LAKE											SIGNAL # 53043					SYSTEM # 4640					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	70.0	43.0	5.0	2.0	7.0	25.0	2		2	20.0	4.0	70.0	43.0	5.0	2.0	7.0	25.0	2	
3	6.0	2.0	40.0	15.0	4.0	2.5	7.0	32.0	3		3	6.0	2.0	40.0	20.0	4.0	2.5	7.0	32.0	3	
4	6.0	2.0	30.0	8.0	4.0	3.0	7.0	22.0	4		4	6.0	2.0	30.0	9.0	4.0	3.0	7.0	22.0	4	
5	4.0	2.0	10.0	8.0	5.0	2.0	0.0	0.0	5		5	4.0	2.0	10.0	8.0	5.0	2.0	0.0	0.0	5	
6	20.0	4.0	70.0	43.0	5.0	2.0	7.0	17.0	6		6	20.0	4.0	70.0	43.0	5.0	2.0	7.0	17.0	6	
7											7										
8											8										

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	
ALT TIMING PLAN 3											ALT TIMING PLAN 4											
1	4.0	2.0	15.0	10.0	5.0	2.0	0.0	0.0	1		1											
2	20.0	4.0	70.0	43.0	5.0	2.0	7.0	25.0	2		2											
3	6.0	2.0	40.0	20.0	4.0	2.5	7.0	32.0	3		3											
4	6.0	2.0	30.0	8.0	4.0	3.0	7.0	22.0	4		4											
5	4.0	2.0	10.0	8.0	5.0	2.0	0.0	0.0	5		5											
6	20.0	4.0	70.0	43.0	5.0	2.0	7.0	17.0	6		6											
7											7											
8											8											

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS	
ALT TIMING PLAN 5												
1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1		ALT TIMING PLAN 1	PREEMPT 1
2	20.0	4.0	70.0	43.0	5.0	2.0	7.0	25.0	2		ALT TIMING PLAN 2	PREEMPT 2
3	6.0	2.0	40.0	11.0	4.0	2.5	7.0	32.0	3		ALT TIMING PLAN 3	PREEMPT 3
4	6.0	2.0	30.0	8.0	4.0	3.0	7.0	22.0	4		ALT TIMING PLAN 4	
5	4.0	2.0	10.0	8.0	5.0	2.0	0.0	0.0	5		ALT TIMING PLAN 5	PREEMPT 5
6	20.0	4.0	70.0	43.0	5.0	2.0	7.0	17.0	6			
7												
8												

NOTES:

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE	10/18/2018
APPROVED BY:	SCOTT E. ORNITZ, P.E.	DATE	10/18/2018

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: ATLANTIC AVE AND LEXINGTON CLUB DR/STONE QUARRY BLVD	CONTROLLER TYPE: NAZTEC
SIGNAL # 53010	SYSTEM # 4643

PHASE NUMBER	BOUND	TIMING INTERVAL											DETECTOR SETTINGS		
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL		PHASE ENABLE	LOCKED CALLS
1	EBLT	4.0	2.0	20.0		5.0	2.0	0.0	0.0	0			1	0	OD1=NORMAL
2	WB	20.0	4.0	50.0		5.0	2.0	20.0	7.0	1			1	1	OD2=NORMAL
3	SB	6.0	2.0	25.0		4.0	2.5	0.0	0.0	0			1	0	OD3=NORMAL OD3R=D/N(10)
4	NB	6.0	2.0	20.0		4.0	2.5	7.0	23.0	0			1	0	OD4=NORMAL
5	WBLT	4.0	2.0	20.0		5.0	2.0	0.0	0.0	0			1	0	OD5=NORMAL
6	EB	20.0	4.0	50.0		5.0	2.0	7.0	23.0	1			1	1	OD6=NORMAL
7															
8															

	PRE-EMPTION TIMING						SPECIAL FUNCTIONS						
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
R/R									2,6	2,6	1,5	2,6	4
BRIDGE									Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS				
FIRE STN									2. PROGRAMMED FOR FP USING PHASE TIMES ALT				
BUS									3.				
									4.				

TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E. DATE: _____

APPROVED BY: LEE GAO, P.E. PTOE *[Signature]* DATE: 7/11/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: ATLANTIC AVE AND LEXINGTON CLUB DR/STONE QUARRY BLVD	SIGNAL # 53010	CONTROLLER TYPE: NAZTEC
SYSTEM: ATLANTIC AVE	SYSTEM # 4643	

TOD SCHEDULER											
WEEKDAY						WEEKEND					
SATURDAY			SUNDAY			SATURDAY			SUNDAY		
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	5	0:00	100	9:00	5
10:00	1	15:30	3	9:00	1	18:30	5	11:00	1	18:00	5
18:30	1	20:00	5	22:30	100			21:30	100		
23:00	100										

TIMING PLANS																	
1			2			3			4			5			6		
PATTERN	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	
CYCLE LENGTH (SEC)	160	NON	18	NON	18	NON	170	NON	20	NON	130	NON	18	NON	120	NON	
OFFSET (SEC)	16	MAX	86	MAX	94	MAX	29	MAX	51	MAX	60	MAX	46	MAX	32	MAX	
COORDINATED PHASE	2	NON	18	NON	20	NON	2	NON	22	NON	2	NON	18	NON	2	NON	
SEQUENCE	9	NON	38	NON	38	NON	9	NON	37	NON	1	NON	38	NON	9	NON	
ALT TIMING PLAN	1	NON	18	NON	18	NON	2	NON	18	NON	3	NON	20	NON	5	NON	
FORCE-OFF 1 (SEC)	EBLT	18	NON	18	NON	18	NON	18	NON	18	NON	18	NON	18	NON	NON	
FORCE-OFF 2 (SEC)	WB	86	MAX	86	MAX	94	MAX	94	MAX	51	MAX	51	MAX	46	MAX	MAX	
FORCE-OFF 3 (SEC)	SBLT	18	NON	18	NON	20	NON	20	NON	22	NON	22	NON	18	NON	NON	
FORCE-OFF 4 (SEC)	NB	38	NON	38	NON	38	NON	38	NON	37	NON	37	NON	38	NON	NON	
FORCE-OFF 5 (SEC)	WBLT	18	NON	18	NON	18	NON	18	NON	20	NON	20	NON	18	NON	NON	
FORCE-OFF 6 (SEC)	EB	86	MAX	86	MAX	94	MAX	94	MAX	51	MAX	51	MAX	46	MAX	MAX	
FORCE-OFF 7 (SEC)	NBLT		NON		NON		NON		NON		NON		NON		NON	NON	
FORCE-OFF 8 (SEC)	SB	56	NON	56	NON	58	NON	58	NON	59	NON	59	NON	56	NON	NON	

Special Features:

- 1)
- 2)
- 3)

TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E.	DATE: _____
APPROVED BY:	DATE: 7/11/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: ATLANTIC AVE AND LEXINGTON CLUB DR/STONE QUARRY BLVD											SIGNAL # 53010					SYSTEM # 4643					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	50.0	50.0	5.0	2.0	7.0	20.0	2		2	20.0	4.0	50.0	50.0	5.0	2.0	7.0	20.0	2	
3	6.0	2.0	25.0	20.0	4.0	2.5	0.0	0.0	3		3	6.0	2.0	25.0	20.0	4.0	2.5	0.0	0.0	3	
4	6.0	2.0	20.0	11.0	4.0	2.5	7.0	23.0	4		4	6.0	2.0	20.0	10.0	4.0	2.5	7.0	23.0	4	
5	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	5		5	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	5	
6	20.0	4.0	50.0	50.0	5.0	2.0	7.0	23.0	6		6	20.0	4.0	50.0	50.0	5.0	2.0	7.0	23.0	6	
7											7										
8											8										
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	20.0	9.0	5.0	2.0	0.0	0.0	1		1										
2	20.0	4.0	50.0	50.0	5.0	2.0	7.0	20.0	2		2										
3	6.0	2.0	25.0	20.0	4.0	2.5	0.0	0.0	3		3										
4	6.0	2.0	20.0	10.0	4.0	2.5	7.0	23.0	4		4										
5	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	5		5										
6	20.0	4.0	50.0	50.0	5.0	2.0	7.0	23.0	6		6										
7											7										
8											8										
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS										
ALT TIMING PLAN 5																					
1	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	1		ALT TIMING PLAN 1	PATTERN 1 & PREEMPT									
2	20.0	4.0	50.0	50.0	5.0	2.0	7.0	20.0	2		ALT TIMING PLAN 2	PATTERN 2 & PREEMPT									
3	6.0	2.0	25.0	17.0	4.0	2.5	0.0	0.0	3		ALT TIMING PLAN 3	PATTERN 3 & PREEMPT									
4	6.0	2.0	20.0	8.0	4.0	2.5	7.0	23.0	4		ALT TIMING PLAN 4										
5	4.0	2.0	20.0	8.0	5.0	2.0	0.0	0.0	5		ALT TIMING PLAN 5	PATTERN 5 & PREEMPT									
6	20.0	4.0	50.0	50.0	5.0	2.0	7.0	23.0	6												
7																					
8																					

NOTES:	

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE	
APPROVED BY:	LEE GAO, P.E PTOE 	DATE	7/11/2018


CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: ATLANTIC AVE & HAGEN RANCH RD	CONTROLLER TYPE: NAZTEC	
SIGNAL # 53044	SYSTEM # 4645	

PHASE NUMBER	BOUND	TIMING INTERVAL										DETECTOR SETTINGS		
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL		PED RCL	PHASE ENABLE
1	EBLT	4.0	2.0	35.0		5.0	2.0	0.0	0.0	0		1	0	L1-NORMAL
2	WB	20.0	4.0	65.0		5.0	2.0	7.0	25.0	1		1	1	L2-NORMAL LZR-NORMAL
3												0		
4												0		
5												0		
6	EB	20.0	4.0	65.0		5.0	2.0	0.0	0.0	1		1	1	L6-NORMAL
7												0		
8	SB	6.0	2.0	25.0		5.0	2.0	7.0	26.0	0		1	0	L3-NORMAL LBR=D/N(10)

	PRE-EMPTION TIMING						SPECIAL FUNCTIONS					
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK GREEN	MIN DWELL Φ	EXIT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
R/R								2,6	2,6	NO	2,6	8
BRIDGE												
FIRE STN												
BUS												
Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS												
2. UPDATED ALT TABLES												
3.												
4.												

TIMING DESIGNED BY: RONALD TIBBETTS	DATE: 2/28/2019	APPROVED BY: RASEM AWWAD P.E.		DATE: 2/28/19
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SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: ATLANTIC AVE & HAGEN RANCH RD	SIGNAL # 53044	CONTROLLER TYPE: NAZTEC
SYSTEM:		SYSTEM # 4645

TOD SCHEDULER											
WEEKDAY						WEEKEND					
SATURDAY			SUNDAY			SATURDAY			SUNDAY		
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	5	0:00	100	9:00	5
10:00	1	15:30	3	9:00	1	18:30	5	11:00	1	18:00	5
18:30	1	20:00	5	22:30	100			21:30	100		
23:00	100										

TIMING PLANS																	
1			2			3			4			5			6		
PATTERN	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	
CYCLE LENGTH (SEC)	160	NON	160	NON	170	NON	130	NON	120	NON	120	NON	120	NON	120	NON	
OFFSET (SEC)	10	MAX	7	MAX	104	MAX	19	MAX	89	MAX	89	MAX	89	MAX	89	MAX	
COORDINATED PHASE	2	NON	2	NON	2	NON	2	NON	2	NON	2	NON	2	NON	2	NON	
SEQUENCE	1	NON	1	NON	1	NON	1	NON	1	NON	1	NON	1	NON	1	NON	
ALT TIMING PLAN	1	NON	2	NON	3	NON	4	NON	4	NON	4	NON	4	NON	4	NON	
FORCE-OFF 1 (SEC)	EBLT	31	NON	35	NON	45	NON	25	21	NON	21	NON	21	NON	21	NON	
FORCE-OFF 2 (SEC)	WB	85	MAX	79	MAX	84	MAX	63	71	MAX	71	MAX	71	MAX	71	MAX	
FORCE-OFF 3 (SEC)																	
FORCE-OFF 4 (SEC)		44	NON	46	NON	41	NON	42	28	NON	28	NON	28	NON	28	NON	
FORCE-OFF 5 (SEC)																	
FORCE-OFF 6 (SEC)	EB	116	MAX	114	MAX	129	MAX	88	92	MAX	92	MAX	92	MAX	92	MAX	
FORCE-OFF 7 (SEC)																	
FORCE-OFF 8 (SEC)	SB	44	NON	46	NON	41	NON	42	28	NON	28	NON	28	NON	28	NON	

Special Features:

- 1)
- 2)
- 3)

TIMING DESIGNED BY: RONALD TIBBETTS	DATE: 2/28/2019
APPROVED BY: RASEM AWWAD P.E.	DATE: 2/28/19

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: ATLANTIC AVE & HAGEN RANCH RD											SIGNAL # 53044					SYSTEM # 4645					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	35.0	14.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	35.0	10.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	65.0	42.0	5.0	2.0	7.0	25.0	2		2	20.0	4.0	65.0	42.0	5.0	2.0	7.0	25.0	2	
3											3										
4											4										
5											5										
6	20.0	4.0	65.0	42.0	5.0	2.0	0.0	0.0	6		6	20.0	4.0	65.0	42.0	5.0	2.0	0.0	0.0	6	
7											7										
8	6.0	2.0	38.0	13.0	5.0	2.0	7.0	26.0	8		8	6.0	2.0	40.0	13.0	5.0	2.0	7.0	26.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	38.0	11.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	35.0	8.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	65.0	42.0	5.0	2.0	7.0	25.0	2		2	20.0	4.0	65.0	42.0	5.0	2.0	7.0	25.0	2	
3											3										
4											4										
5											5										
6	20.0	4.0	65.0	42.0	5.0	2.0	0.0	0.0	6		6	20.0	4.0	65.0	42.0	5.0	2.0	0.0	0.0	6	
7											7										
8	6.0	2.0	35.0	12.0	5.0	2.0	7.0	26.0	8		8	6.0	2.0	35.0	8.0	5.0	2.0	7.0	26.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS											
ALT TIMING PLAN 5																						
1											ALT TIMING PLAN 1	PATTERN 1										
2											ALT TIMING PLAN 2	PATTERN 2										
3											ALT TIMING PLAN 3	PATTERN 3										
4											ALT TIMING PLAN 4	PATTERN 4,5										
5											ALT TIMING PLAN 5											
6																						
7																						
8																						

NOTES:

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE	2/28/2019
APPROVED BY:	RASEM AWWAD P.E. <i>AT</i>	DATE	2/28/19


CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WEST ATLANTIC AVENUE AND LEGEND'S WAY	
SIGNAL #	53045	
CONTROLLER TYPE:	NAZTEC	
	SYSTEM #	4650

PHASE NUMBER	BOUND	TIMING INTERVAL										DETECTOR SETTINGS			
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL		PED RCL	PHASE ENABLE	LOCKED CALLS
1	EBLT	4.0	2.0	15.0		5.0	2.0	0.0	0.0	0			1	0	L1=NORMAL
2	WB	20.0	4.0	45.0		5.0	2.0	7.0	23.0	1			1	1	ADV NORMAL L2=NORMAL
3													0	0	
4	NB	6.0	2.0	35.0		4.0	2.5	0.0	0.0	0			1	0	L4=D/N(5) L4R=D/N(10)
5	WBLT	4.0	2.0	15.0		5.0	2.0	0.0	0.0	0			1	0	L5=NORMAL
6	EB	20.0	4.0	45.0		5.0	2.0	7.0	24.0	1			1	1	ADV NORMAL L6=NORMAL
7													0	0	
8	SB	6.0	2.0	35.0		4.0	2.5	10.0	30.0	0			1	0	L3=D/N(5) L8=D/N(5)

PRE-EMPTION TIMING						SPECIAL FUNCTIONS					
DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK CLR GREEN	MIN DWELL	EXIT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
R/R							2,6	2,4,6,8	1,5	2,6	4,8
BRIDGE											
FIRE STN											
BUS											
Notes:											
1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS											
2. INCREASED SB WALK & PED CLR TIMES											
3. INSTALL FRIDAY & SATURDAY SABBATH DAY PLANS											
4. UPDATE NEW SPLIT TIMING FOR SABBATH PED OPERATION											

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE:	11/6/2018	APPROVED BY:	SCOTT ORNITZ, P.E.		DATE:	12/18/18
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SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: WEST ATLANTIC AVENUE AND LEGEND'S WAY	CONTROLLER TYPE: NAZTEC
SYSTEM:	SIGNAL # 53045 SYSTEM # 4650

TIME	WEEKDAY					WEEKEND				
	SATURDAY		SUNDAY			SATURDAY		SUNDAY		
	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME
0:00	100	6:30	2	0:00	100	7:00	5	0:00	100	9:00
10:00	1	15:30	3	9:00	1	18:30	5	11:00	1	18:00
18:30	1	20:00	5	22:30	100			21:30	100	
23:00	100									

PATTERN	TIMING PLANS												
	1	2	3	4	5	6	1	2	3	4	5	6	
CYCLE LENGTH (SEC)	160	160	170	130	120	170	160	170	130	120	170	170	
OFFSET (SEC)	14	0	110	7	86	110	0	110	7	86	110	110	
COORDINATED PHASE	2	2	2	2	2	2	2	2	2	2	2	2	
SEQUENCE	1	1	1	1	1	1	1	1	1	1	1	1	
ALT TIMING PLAN	1	2	3	4	4	3	2	3	4	4	3	1	
FORCE-OFF 1 (SEC)	EBLT	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 2 (SEC)	WB	19	NON	22	NON	18	NON	20	NON	18	NON	18	NON
FORCE-OFF 3 (SEC)		99	MAX	96	MAX	110	MAX	68	MAX	76	MAX	105	MAX
FORCE-OFF 4 (SEC)	NB	42	NON	42	NON	42	NON	42	NON	26	NON	47	NON
FORCE-OFF 5 (SEC)	WBLT	18	NON	18	NON	18	NON	20	NON	18	NON	18	NON
FORCE-OFF 6 (SEC)	EB	100	MAX	100	MAX	110	MAX	68	MAX	76	MAX	105	MAX
FORCE-OFF 7 (SEC)													
FORCE-OFF 8 (SEC)	SB	42	NON	42	NON	42	NON	42	NON	26	NON	47	MAX

Special Features:

1) _____

2) _____

3) _____

TIMING DESIGNED BY: RONALD TIBBETTS

APPROVED BY: SCOTT ORNITZ, P.E.

DATE: 11/6/2018 DATE: 12/19/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: WEST ATLANTIC AVENUE AND LEGEND'S WAY	SIGNAL # 53045	CONTROLLER TYPE: NAZTEC
SYSTEM:		SYSTEM # 4650

TOD SCHEDULER											
WEEKDAY						WEEKEND					
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	5				
10:00	1	15:30	3	8:30	7	13:30	1				
17:00	6	19:00	1	17:00	7	19:00	5				
20:00	5	23:30	100	22:30	100						

TIMING PLANS											
TIMING PLANS											
PATTERN	7	8	9	10	11	12					
CYCLE LENGTH (SEC)	160										
OFFSET (SEC)	14										
COORDINATED PHASE	2										
SEQUENCE	1										
ALT TIMING PLAN	1										
FORCE-OFF 1 (SEC)	EBLT	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 2 (SEC)	WB	22	NON								
FORCE-OFF 3 (SEC)	WB	91	MPX								
FORCE-OFF 4 (SEC)	NB	47	NON								
FORCE-OFF 5 (SEC)	WBLT	18	NON								
FORCE-OFF 6 (SEC)	EB	95	MPX								
FORCE-OFF 7 (SEC)											
FORCE-OFF 8 (SEC)	SB	47	MPX								
Special Features:											
1) WEEKDAY 4 = FRIDAY SABBATH											
2) WEEKDAY 5 = SATURDAY SABBATH											
3)											
TIMING DESIGNED BY: RONALD TIBBETTS											
APPROVED BY: SCOTT ORNITZ, P.E.											
										DATE: 11/6/2018	
										DATE: 12/19/18	

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: WEST ATLANTIC AVENUE AND LEGEND'S WAY											SIGNAL # 53045					SYSTEM # 4650					
	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 1											ALT TIMING PLAN 2										
1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	2		2	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	2	
3											3										
4	6.0	2.0	40.0	14.0	4.0	2.5	0.0	0.0	4		4	6.0	2.0	40.0	10.0	4.0	2.5	0.0	0.0	4	
5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5		5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	6		6	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	6	
7											7										
8	6.0	2.0	40.0	14.0	4.0	2.5	10.0	30.0	8		8	6.0	2.0	40.0	10.0	4.0	2.5	10.0	30.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR		MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
ALT TIMING PLAN 3											ALT TIMING PLAN 4										
1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1		1	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	2		2	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	2	
3											3										
4	6.0	2.0	40.0	14.0	4.0	2.5	0.0	0.0	4		4	6.0	2.0	40.0	10.0	4.0	2.5	0.0	0.0	4	
5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5		5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	6		6	20.0	4.0	45.0	31.0	5.0	2.0	7.0	23.0	6	
7											7										
8	6.0	2.0	40.0	14.0	4.0	2.5	10.0	30.0	8		8	6.0	2.0	40.0	10.0	4.0	2.5	10.0	30.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR	ALT TIMING PLAN ASSIGNMENTS	
ALT TIMING PLAN 5												
1											ALT TIMING PLAN 1	PATTERN 1,7
2											ALT TIMING PLAN 2	PATTERN 2
3											ALT TIMING PLAN 3	PATTERN 3,6
4											ALT TIMING PLAN 4	PATTERN 4,5
5											ALT TIMING PLAN 5	
6												
7												
8												

NOTES:

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE	11/6/2018
APPROVED BY:	SCOTT ORNITZ, P.E.	DATE	12/19/18



DELRAY ORTHODOX SYNAGOGUE

B.H.

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Gary Schlanger

CHAIRMAN OF THE BOARD
Ralph Nussbaum

Rabbi Zevi Saunders

Traffic Light Schedule Requests

2018

Nov. 23: 5:00pm – 7:00pm

Nov. 24: 8:30am – 1:30pm; 4:45pm – 5:45pm

:

Nov. 30: 5:00pm – 7:00pm

Dec. 01: 8:30am - 1:30pm; 4:45pm - 5:45pm

Dec. 07: 5:00pm – 7:00pm

Dec. 08: 8:30am - 1:30pm; 4:45pm – 5:45pm

Dec. 14: 5:00pm – 7:00pm

Dec. 15: 8:30am - 1:30 pm; 4:45pm – 5:45pm

Dec. 21: 5:15pm – 7:15pm

Dec. 22: 8:30am – 1:30pm; 4:45/pm – 5:45pm

Dec. 28: 5:15pm – 7:15pm

Dec. 29: 8:30am - 1:30pm; 4:45pm - 5:45pm

2019

Jan 4: 5:15pm – 7:15pm

Jan 5: 8:30am – 1:30pm; 5:00pm - 6:00pm

Jan 11: 5:15pm – 7:15pm

Jan 12: 8:30am - 1:30pm; 5:00pm – 6:00pm

Jan18: 5:15pm – 7:15pm

Jan 19: 8:30am - - 1:30pm; 5:00pm – 6:00pm



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PHONE CONTACT: 561-499-0970



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Ralph Nussbaum

Rabbi Zevi Saunders

Traffic Light Schedule Requests

Feb 01: 5:45pm – 7:45pm

Feb 02: 8:30am – 1:30pm; 5:15pm – 6:15pm

Feb 08: 5:45pm – 7:45pm

Feb. 09: 8:30am – 1:30pm; 5:15pm – 6:15pm

Feb 15: 5:45pm – 8:00pm

Feb 16: 8:30am – 1:30pm; 5:30pm - 6:30pm

Feb 22: 5:45pm – 8:00pm

Feb 23: 8:30am – 1:30pm; 5:30pm - 6:30pm

Mar 01: 6:00pm – 8:00pm

Mar 02: 8:30am – 1:30pm; 5:30pm – 6:30pm

Mar 08: 6:00pm – 8:00pm

Mar 09: 8:30am – 1:30pm; 5:45pm – 6:45pm

Mar 15: 7:15pm – 9:00pm

Mar 16: 8:30am – 1:30pm; 6:45pm – 7:45pm

Mar 22: 7:15pm – 9:00pm

Mar 23: 8:30am – 1:30pm; 6:45pm – 7:45pm

Mar 29: 7:15pm – 9:15pm

Mar 30: 8:30am – 1:30pm; 6:45pm – 7:45pm

Apr: 05: 7:15pm – 9:15pm

Apr 06: 8:30am – 1:30pm; 6:45pm – 7:45pm



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PHONE CONTACT: 561-499-0970



DELRAY ORTHODOX SYNAGOGUE

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Sanford Geiger

RECORDING SECRETARY
Gary Schlanger

CHAIRMAN OF THE BOARD
Ralph Nussbaum

Rabbi Zevi Saunders

Traffic Light Schedule Requests

Apr 12: 7:15pm – 9:15pm

Apr 13: 8:30am- 1:30pm; 7:00pm – 8:00pm



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PHONE CONTACT: 561-499-0970

Palm Beach County

Signal Timing Sheet

2/6/2020

53046 : 4655 - Atlantic Av and Cumberland Dr (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	28	0	0	0	0	0	22	0	0	0	0	0	0	0	0
Min Green	4	20	0	0	0	20	0	6	0	0	0	0	0	0	0	0
Passage	2	4	0	0	0	4	0	3	0	0	0	0	0	0	0	0
Max1	15	45	0	0	0	45	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	5	5	0	4	0	5	0	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON		ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EL1)	2 (WT1)	3 (WT2)	4 (ET1)	5 (ET2)	6 (SL1)	7	8 (SR1)	9	10	11	12	13	14	15	16
Call Phase	1	2	2	6	6	8	0	8	0	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Palm Beach County

System Timing Sheet

2/6/2020

53046 : 4655 - Atlantic Av and Cumberland Dr (Standard File)

TB Coor, Day Plan [4.4]

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Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	18	20	23									
Minute		30		30	30											
Action	100	2	1	3	1	5	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	18	22											
Minute				30	30											
Action	100	5	1	5	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	11	18	21											
Minute					30											
Action	100	5	1	5	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	130	120								180			
Offset Time	109	81	106	69	43											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	120		20		140		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	121		18		142		18								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	128		22		148		22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	74		36		94		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	82		20		100		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Palm Beach County

Preempt & Overlap Timing Sheet

2/6/2020

53046 : 4655 - Atlantic Av and Cumberland Dr (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green			5	5	5	5
Min Walk			4	4	4	4
Ped Clear			28	28	28	28
Track Green						
Min Dwell			10	10	10	10
Max Presence			120	120	120	120
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	2	4	4
Dwell P2			6	6	8	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	2	2
Exit R2			6	6	6	6
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifier Phases								Type	Green	Yellow	Red
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Palm Beach County

Alternate Timing Sheet

2/6/2020

53046 : 4655 - Atlantic Av and Cumberland Dr (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	15	8	5	2	1	0
2	7	28	20	4	45	45	5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	20	4	45	45	5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	7	22	6	3	30	10	4	2	8	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	15	8	5	2	1	0
2	7	28	20	4	45	45	5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	20	4	45	45	5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	7	22	6	3	30	8	4	2	8	0

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	15	8	5	2	1	0
2	7	28	20	4	45	45	5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	20	4	45	45	5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	7	22	6	3	30	8	4	2	8	0

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	15	8	5	2	1	0
2	7	28	20	4	45	45	5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	20	4	45	45	5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	7	22	6	3	30	8	4	2	8	0

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	15	8	5	2	1	0
2	7	28	20	4	45	45	5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	20	4	45	45	5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	7	22	6	3	30	8	4	2	8	0

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Palm Beach County

Special System Timing Sheet

2/6/2020

53046 : 4655 - Atlantic Av and Cumberland Dr (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	119		42		138		42								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

53049 : 4660 - Atlantic Av and Kings Point (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green			5	5	5	5
Min Walk			4	4	4	4
Ped Clear			29	29	29	29
Track Green						
Min Dwell			10	10	10	10
Max Presence			120	120	120	120
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	2	4	4
Dwell P2			6	6	8	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	2	2
Exit R2			6	6	6	6
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5
Overlap 9			NORMAL		3.5	1.5
Overlap 10			NORMAL		3.5	1.5
Overlap 11	5		NORMAL		3.5	1.5
Overlap 12			NORMAL		3.5	1.5
Overlap 13			NORMAL		3.5	1.5
Overlap 14			NORMAL		3.5	1.5
Overlap 15			NORMAL		3.5	1.5
Overlap 16			NORMAL		3.5	1.5

Palm Beach County

Signal Timing Sheet

2/6/2020

53050 : 4670 - Atlantic Av and Jog Rd (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WR)	3 (SL)	4 (NR)	5 (WL)	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	32	0	32	0	34	0	38	0	0	0	0	0	0	0	0
Min Green	4	20	4	10	4	20	4	10	5	5	5	5	5	5	5	5
Passage	2	4	2	2	2	4	2	2	1	1	1	1	1	1	1	1
Max1	30	45	25	55	25	45	35	55	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2.5	2.5	2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (EL)	2 (WR)	3 (SL)	4 (NR)	5 (WL)	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WT1)	2 (WT2)	3 (WT3)	4 (WL1)	5 (WR1)	6 (NT1)	7 (NT2)	8 (NT3)	9 (NR1)	10 (NL1)	11 (NL2)	12	13	14	15	16
Call Phase	2	2	2	5	5	4	4	4	4	7	7	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17 (ET1)	18 (ET2)	19 (ET3)	20 (ET4)	21 (ER1)	22 (EL1)	23 (EL2)	24 (ST1)	25 (ST2)	26 (ST3)	27 (SR1)	28 (SL1)	29 (SL2)	30	31	32
Call Phase	6	6	6	6	6	1	1	8	8	8	8	3	3	0	7	7
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Palm Beach County

System Timing Sheet

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53050 : 4670 - Atlantic Av and Jog Rd (Standard File)

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	15	18	20	23									
Minute		30		30	30											
Action	100	2	1	3	1	5	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	18	22											
Minute				30	30											
Action	100	5	1	5	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	11	18	21											
Minute					30											
Action	100	5	1	5	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	130	120											
Offset Time	71	49	65	29	10											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	9	7	1	7	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	53	32	55	22	51	36	51								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	66	29	46	25	60	26	49								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	68	25	55	42	48	42	38								
Mode	NON	MAX	NON	MAX	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON												

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	45	21	44	22	43	22	43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	48	23	29	20	48	23	29								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Palm Beach County

Preempt & Overlap Timing Sheet

2/6/2020

53050 : 4670 - Atlantic Av and Jog Rd (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green			5	5	5	5
Min Walk			4	4	4	4
Ped Clear			38	38	38	38
Track Green						
Min Dwell			10	10	10	10
Max Presence			120	120	120	120
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2	3	4
Dwell P2			6	5	8	7
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	2	2
Exit R2			6	6	6	6
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1			12		12	
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifier Phases								Type	Green	Yellow	Red
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8				
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PED 1	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Palm Beach County

Alternate Timing Sheet

2/6/2020

53050 : 4670 - Atlantic Av and Jog Rd (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	30	10	5	2	1	0
2	7	32	20	4	45	32	5	2	2	0
3	0	0	4	2	25	11	5	2.5	3	0
4	7	32	10	2	55	25	5	2.5	4	0
5	0	0	4	2	25	10	5	2	5	0
6	7	34	20	4	45	32	5	2	6	0
7	0	0	4	2	35	16	5	2.5	7	0
8	7	38	10	2	55	19	5	2.5	8	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	30	8	5	2	1	0
2	7	32	20	4	45	32	5	2	2	0
3	0	0	4	2	25	11	5	2.5	3	0
4	7	32	10	2	55	29	5	2.5	4	0
5	0	0	4	2	25	8	5	2	5	0
6	7	34	20	4	45	32	5	2	6	0
7	0	0	4	2	35	14	5	2.5	7	0
8	7	38	10	2	55	27	5	2.5	8	0

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	30	13	5	2	1	0
2	7	32	20	4	45	32	5	2	2	0
3	0	0	4	2	25	10	5	2.5	3	0
4	7	32	10	2	55	30	5	2.5	4	0
5	0	0	4	2	25	10	5	2	5	0
6	7	34	20	4	45	32	5	2	6	0
7	0	0	4	2	36	20	5	2.5	7	0
8	7	38	10	2	55	16	5	2.5	8	0

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	4	2	30	8	5	2	1	0
2	7	32	20	4	45	32	5	2	2	0
3	0	0	4	2	25	8	5	2.5	3	0
4	7	32	10	2	55	18	5	2.5	4	0
5	0	0	4	2	25	8	5	2	5	0
6	7	34	20	4	45	32	5	2	6	0
7	0	0	4	2	35	13	5	2.5	7	0
8	7	38	10	2	55	11	5	2.5	8	0

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Palm Beach County

Special System Timing Sheet

2/6/2020

53050 : 4670 - Atlantic Av and Jog Rd (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

APPENDIX D

Existing Year Analysis Synchro Reports

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Existing AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	258	1173	900	619	370	149
Future Volume (vph)	258	1173	900	619	370	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1556	3406	3438	2787	3367	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1556	3406	3438	2787	3367	1429
Peak-hour factor, PHF	0.87	0.94	0.89	0.96	0.83	0.84
Adj. Flow (vph)	297	1248	1011	645	446	177
RTOR Reduction (vph)	0	0	0	57	0	10
Lane Group Flow (vph)	297	1248	1011	588	446	167
Heavy Vehicles (%)	16%	6%	5%	2%	4%	13%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases		6	2		4	
Actuated Green, G (s)	46.5	121.0	66.5	100.5	27.0	79.5
Effective Green, g (s)	46.5	121.0	66.5	100.5	27.0	79.5
Actuated g/C Ratio	0.29	0.76	0.42	0.63	0.17	0.50
Clearance Time (s)	7.0	6.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	452	2575	1428	1750	568	710
v/s Ratio Prot	c0.19	0.37	c0.29	0.21	c0.13	0.12
v/s Ratio Perm						
v/c Ratio	0.66	0.48	0.71	0.34	0.79	0.24
Uniform Delay, d1	49.8	7.5	38.7	14.0	63.7	22.9
Progression Factor	1.00	1.00	0.17	0.14	1.00	1.00
Incremental Delay, d2	3.4	0.7	0.3	0.0	6.5	0.1
Delay (s)	53.2	8.2	7.0	2.0	70.2	23.0
Level of Service	D	A	A	A	E	C
Approach Delay (s)		16.8	5.0		56.8	
Approach LOS		B	A		E	























Intersection Summary

HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

Existing AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1366	7	16	1394	168	14	6	27	693	3	118
Future Volume (veh/h)	148	1366	7	16	1394	168	14	6	27	693	3	118
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1792	1900	1810	1843	1900	1900	1863	1863	1845	1900	1827
Adj Flow Rate, veh/h	174	1469	12	24	1532	210	22	11	39	866	12	139
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	2	1	1
Peak Hour Factor	0.85	0.93	0.56	0.67	0.91	0.80	0.63	0.57	0.70	0.80	0.25	0.85
Percent Heavy Veh, %	13	6	0	5	3	3	2	2	2	3	0	4
Cap, veh/h	190	1771	840	227	1383	187	68	20	57	996	631	516
Arrive On Green	0.18	1.00	1.00	0.03	0.89	0.89	0.04	0.04	0.04	0.26	0.33	0.33
Sat Flow, veh/h	1601	3406	1615	1723	3100	419	858	564	1583	3408	1900	1553
Grp Volume(v), veh/h	174	1469	12	24	855	887	33	0	39	866	12	139
Grp Sat Flow(s),veh/h/ln	1601	1703	1615	1723	1750	1769	1422	0	1583	1704	1900	1553
Q Serve(g_s), s	12.5	0.0	0.0	1.2	71.4	71.4	3.2	0.0	3.9	37.9	0.7	10.5
Cycle Q Clear(g_c), s	12.5	0.0	0.0	1.2	71.4	71.4	3.6	0.0	3.9	37.9	0.7	10.5
Prop In Lane	1.00		1.00	1.00		0.24	0.67		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	1771	840	227	781	789	89	0	57	996	631	516
V/C Ratio(X)	0.92	0.83	0.01	0.11	1.10	1.12	0.37	0.00	0.68	0.87	0.02	0.27
Avail Cap(c_a), veh/h	195	1771	840	317	781	789	186	0	168	1073	808	660
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.68	0.68	0.68	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	0.0	23.1	8.6	8.6	76.0	0.0	76.2	52.1	35.9	39.2
Incr Delay (d2), s/veh	34.9	3.8	0.0	0.1	56.8	67.4	1.0	0.0	5.3	6.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.9	0.0	0.6	43.1	45.9	1.5	0.0	1.8	18.8	0.4	4.5
LnGrp Delay(d),s/veh	79.4	3.8	0.0	23.1	65.4	76.1	77.0	0.0	81.5	59.0	35.9	39.3
LnGrp LOS	E	A	A	C	F	F	E		F	E	D	D
Approach Vol, veh/h		1655			1766			72			1017	
Approach Delay, s/veh		11.7			70.2			79.5			56.0	
Approach LOS		B			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	21.5	78.4	47.4	12.8	9.6	90.2		60.2				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	15.0	56.0	44.5	17.0	11.0	60.0		68.0				
Max Q Clear Time (g_c+I1), s	14.5	73.4	39.9	5.9	3.2	2.0		12.5				
Green Ext Time (p_c), s	0.0	0.0	1.0	0.1	0.0	24.0		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			45.7									
HCM 2010 LOS			D									

HCM Signalized Intersection Capacity Analysis
10: Lexington Club Blvd/Stone Quarry Rd

Existing AM Peak

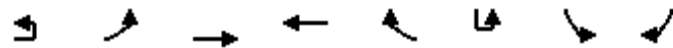
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	62	1789	36	19	1406	83	76	1	95	200	2	203	
Future Volume (vph)	62	1789	36	19	1406	83	76	1	95	200	2	203	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12	
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00	
Satd. Flow (prot)	1787	3471	1495	1671	3505	1599		1762	1599	1715	1722	1599	
Flt Permitted	0.09	1.00	1.00	0.04	1.00	1.00		0.65	1.00	0.47	0.45	1.00	
Satd. Flow (perm)	175	3471	1495	74	3505	1599		1193	1599	844	805	1599	
Peak-hour factor, PHF	0.75	0.93	0.66	0.68	0.95	0.83	0.69	0.25	0.71	0.87	0.50	0.89	
Adj. Flow (vph)	83	1924	55	28	1480	100	110	4	134	230	4	228	
RTOR Reduction (vph)	0	0	21	0	0	41	0	0	118	0	0	20	
Lane Group Flow (vph)	83	1924	34	28	1480	59	0	114	16	117	117	208	
Heavy Vehicles (%)	1%	4%	8%	8%	3%	1%	3%	0%	1%	0%	0%	1%	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov	
Protected Phases	1	6		5	2			4		3	8	1	
Permitted Phases	6	6	6	2		2	4		4	8	8	8	
Actuated Green, G (s)	107.2	99.2	99.2	98.4	94.8	94.8		19.7	19.7	36.2	36.2	44.2	
Effective Green, g (s)	107.2	99.2	99.2	98.4	94.8	94.8		19.7	19.7	36.2	36.2	44.2	
Actuated g/C Ratio	0.67	0.62	0.62	0.62	0.59	0.59		0.12	0.12	0.23	0.23	0.28	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	3.0	2.0	2.0	
Lane Grp Cap (vph)	197	2152	926	81	2076	947		146	196	259	253	511	
v/s Ratio Prot	0.02	c0.55		0.01	0.42					0.04	c0.04	c0.02	
v/s Ratio Perm	0.26		0.02	0.20		0.04		c0.10	0.01	0.07	0.07	0.11	
v/c Ratio	0.42	0.89	0.04	0.35	0.71	0.06		0.78	0.08	0.45	0.46	0.41	
Uniform Delay, d1	18.4	25.9	11.8	27.8	23.0	13.8		68.1	62.2	51.6	53.5	47.2	
Progression Factor	1.22	0.96	1.00	1.03	1.42	3.23		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	3.6	0.0	0.7	1.7	0.1		21.6	0.1	1.3	0.5	0.2	
Delay (s)	22.7	28.4	11.9	29.2	34.3	44.7		89.7	62.2	52.8	54.0	47.4	
Level of Service	C	C	B	C	C	D		F	E	D	D	D	
Approach Delay (s)		27.8			34.9			74.8			50.5		
Approach LOS		C			C			E			D		
Intersection Summary													
HCM 2000 Control Delay			35.4									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.85										
Actuated Cycle Length (s)			160.0									Sum of lost time (s)	25.0
Intersection Capacity Utilization			78.0%									ICU Level of Service	D
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

16: Hagen Ranch Rd

Existing AM Peak

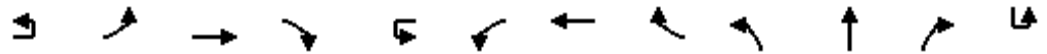


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		LT	TH	TH	RT		LT	RT
Traffic Volume (vph)	15	277	1955	979	72	1	198	409
Future Volume (vph)	15	277	1955	979	72	1	198	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3310	3505	3471	1599		3433	1583
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3310	3505	3471	1599		3433	1583
Peak-hour factor, PHF	0.68	0.87	0.89	0.88	0.77	0.92	0.92	0.92
Adj. Flow (vph)	22	318	2197	1112	94	1	215	445
RTOR Reduction (vph)	0	0	0	0	46	0	0	23
Lane Group Flow (vph)	0	340	2197	1113	48	0	216	422
Heavy Vehicles (%)	3%	6%	3%	4%	1%	2%	2%	2%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8
Actuated Green, G (s)		20.8	109.5	81.7	81.7		36.5	64.3
Effective Green, g (s)		20.8	109.5	81.7	81.7		36.5	64.3
Actuated g/C Ratio		0.13	0.68	0.51	0.51		0.23	0.40
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	2.0
Lane Grp Cap (vph)		430	2398	1772	816		783	636
v/s Ratio Prot		0.10	c0.63	0.32	0.03			
v/s Ratio Perm							0.06	c0.27
v/c Ratio		0.79	0.92	0.63	0.06		0.28	0.66
Uniform Delay, d1		67.5	21.4	28.2	19.8		50.9	39.0
Progression Factor		0.92	1.26	0.49	0.45		1.00	1.00
Incremental Delay, d2		6.3	5.0	1.6	0.1		0.1	2.0
Delay (s)		68.5	31.9	15.4	9.1		50.9	41.0
Level of Service		E	C	B	A		D	D
Approach Delay (s)			36.8	14.9			44.3	
Approach LOS			D	B			D	
Intersection Summary								
HCM 2000 Control Delay			31.9			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.92					
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		21.0
Intersection Capacity Utilization			78.2%			ICU Level of Service		D
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Existing AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕↕	↗		↔	↕↕	↗	↖	↑	↗	
Traffic Volume (vph)	9	60	1991	36	14	28	985	64	13	6	24	1
Future Volume (vph)	9	60	1991	36	14	28	985	64	13	6	24	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Fr _t		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Fl _t Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1762	3505	1599		1790	3505	1599	1770	1863	1583	
Fl _t Permitted		0.22	1.00	1.00		0.04	1.00	1.00	0.67	1.00	1.00	
Satd. Flow (perm)		416	3505	1599		83	3505	1599	1249	1863	1583	
Peak-hour factor, PHF	0.49	0.72	0.92	0.73	0.62	0.85	0.88	0.68	0.92	0.92	0.92	0.25
Adj. Flow (vph)	18	83	2164	49	23	33	1119	94	14	7	26	4
RTOR Reduction (vph)	0	0	0	12	0	0	0	23	0	0	24	0
Lane Group Flow (vph)	0	101	2164	37	0	56	1119	71	14	7	2	0
Heavy Vehicles (%)	0%	3%	3%	1%	2%	0%	3%	1%	2%	2%	2%	0%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4		4	8
Actuated Green, G (s)		126.9	120.6	120.6		123.9	119.1	119.1	14.1	14.1	14.1	
Effective Green, g (s)		126.9	120.6	120.6		123.9	119.1	119.1	14.1	14.1	14.1	
Actuated g/C Ratio		0.79	0.75	0.75		0.77	0.74	0.74	0.09	0.09	0.09	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		382	2641	1205		115	2609	1190	110	164	139	
v/s Ratio Prot		0.01	c0.62			c0.01	0.32			0.00		
v/s Ratio Perm		0.20		0.02		0.36		0.04	0.01		0.00	
v/c Ratio		0.26	0.82	0.03		0.49	0.43	0.06	0.13	0.04	0.02	
Uniform Delay, d ₁		4.5	12.7	5.0		20.9	7.7	5.5	67.3	66.8	66.6	
Progression Factor		0.47	0.24	0.11		1.60	1.36	1.94	1.00	1.00	1.00	
Incremental Delay, d ₂		0.1	1.5	0.0		0.9	0.4	0.1	0.2	0.0	0.0	
Delay (s)		2.2	4.5	0.6		34.5	10.9	10.7	67.5	66.8	66.6	
Level of Service		A	A	A		C	B	B	E	E	E	
Approach Delay (s)			4.3				11.9			66.9		
Approach LOS			A				B			E		
Intersection Summary												
HCM 2000 Control Delay			10.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			82.3%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: Legends Way

Existing AM Peak

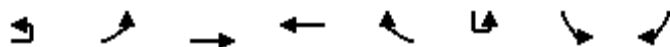


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	54	9	45
Future Volume (vph)	54	9	45
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.88	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1723	1643	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1366	1643	
Peak-hour factor, PHF	0.68	0.55	0.66
Adj. Flow (vph)	79	16	68
RTOR Reduction (vph)	0	62	0
Lane Group Flow (vph)	83	22	0
Heavy Vehicles (%)	5%	0%	2%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	14.1	14.1	
Effective Green, g (s)	14.1	14.1	
Actuated g/C Ratio	0.09	0.09	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	120	144	
v/s Ratio Prot		0.01	
v/s Ratio Perm	c0.06		
v/c Ratio	0.69	0.15	
Uniform Delay, d1	70.8	67.4	
Progression Factor	1.00	1.00	
Incremental Delay, d2	13.0	0.2	
Delay (s)	83.8	67.6	
Level of Service	F	E	
Approach Delay (s)		75.7	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

Existing AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↑↑	↑↑	↗		↔	↗
Traffic Volume (vph)	40	21	1986	1019	25	1	36	25
Future Volume (vph)	40	21	1986	1019	25	1	36	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00		1.00	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1805	3539	3574	1615		1804	1615
Flt Permitted		0.10	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		181	3539	3574	1615		1804	1615
Peak-hour factor, PHF	0.69	0.56	0.97	0.58	0.95	0.25	0.68	0.70
Adj. Flow (vph)	58	38	2047	1757	26	4	53	36
RTOR Reduction (vph)	0	0	0	0	5	0	0	34
Lane Group Flow (vph)	0	96	2047	1757	21	0	57	2
Heavy Vehicles (%)	0%	0%	2%	1%	0%	1%	0%	0%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot	Prot
Protected Phases	1	1	6	2		8	8	8
Permitted Phases	6	6	6		2			
Actuated Green, G (s)		138.4	138.4	124.6	124.6		8.6	8.6
Effective Green, g (s)		138.4	138.4	124.6	124.6		8.6	8.6
Actuated g/C Ratio		0.87	0.87	0.78	0.78		0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0		3.0	3.0
Lane Grp Cap (vph)		225	3061	2783	1257		96	86
v/s Ratio Prot		0.02	c0.58	0.49			c0.03	0.00
v/s Ratio Perm		0.35			0.01			
v/c Ratio		0.43	0.67	0.63	0.02		0.59	0.02
Uniform Delay, d1		8.6	3.5	7.7	4.0		74.0	71.7
Progression Factor		2.15	2.66	1.00	1.00		1.00	1.00
Incremental Delay, d2		0.8	0.7	1.1	0.0		9.5	0.1
Delay (s)		19.2	9.9	8.8	4.0		83.5	71.8
Level of Service		B	A	A	A		F	E
Approach Delay (s)			10.3	8.7			79.0	
Approach LOS			B	A			E	

Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Existing AM Peak



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	2215	19	5	50	1057	29	64
Future Volume (vph)	2215	19	5	50	1057	29	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3574	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.04	1.00	0.95	1.00
Satd. Flow (perm)	3574	1583		68	3539	1770	1583
Peak-hour factor, PHF	0.97	0.65	0.52	0.71	0.93	0.92	0.92
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	2284	29	5	35	1591	32	70
RTOR Reduction (vph)	0	5	0	0	0	0	67
Lane Group Flow (vph)	2284	24	0	40	1591	32	4
Heavy Vehicles (%)	1%	2%	2%	2%	2%	2%	2%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	103.2	103.2		115.2	115.2	6.8	6.8
Effective Green, g (s)	103.2	103.2		115.2	115.2	6.8	6.8
Actuated g/C Ratio	0.76	0.76		0.85	0.85	0.05	0.05
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2712	1201		120	2997	88	79
v/s Ratio Prot	c0.64			0.01	c0.45	c0.02	0.00
v/s Ratio Perm		0.02		0.27			
v/c Ratio	0.84	0.02		0.33	0.53	0.36	0.04
Uniform Delay, d1	11.0	4.0		22.6	2.9	62.5	61.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	0.0		1.6	0.7	2.5	0.2
Delay (s)	14.3	4.0		24.2	3.6	65.1	61.7
Level of Service	B	A		C	A	E	E
Approach Delay (s)	14.2				4.1	62.8	
Approach LOS	B				A	E	

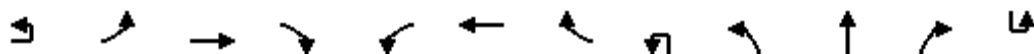
Intersection Summary

HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Existing AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		⇐⇐	⇐⇐⇐	⇐⇐	⇐⇐	⇐⇐	⇐		⇐⇐	⇐⇐⇐	⇐	
Traffic Volume (vph)	6	132	1425	748	240	612	102	2	283	474	229	4
Future Volume (vph)	6	132	1425	748	240	612	102	2	283	474	229	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.97	0.91	0.88	0.97	0.95	1.00		0.97	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3469	5136	2814	3467	3539	1578		3468	5136	1599	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3469	5136	2814	3467	3539	1578		3468	5136	1599	
Peak-hour factor, PHF	0.55	0.71	0.90	0.88	0.92	0.92	0.92	0.29	0.87	0.87	0.81	0.58
Adj. Flow (vph)	11	186	1583	850	261	665	111	7	325	545	283	7
RTOR Reduction (vph)	0	0	0	321	0	0	70	0	0	0	128	0
Lane Group Flow (vph)	0	197	1583	529	261	665	41	0	332	545	155	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	0%	1%	1%	1%	1%	2%	1%	0%	1%	1%	1%	0%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		11.8	54.7	54.7	16.3	59.2	59.2		18.0	43.9	43.9	
Effective Green, g (s)		11.8	54.7	54.7	16.3	59.2	59.2		18.0	43.9	43.9	
Actuated g/C Ratio		0.07	0.34	0.34	0.10	0.37	0.37		0.11	0.27	0.27	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		255	1755	962	353	1309	583		390	1409	438	
v/s Ratio Prot		0.06	c0.31		c0.08	c0.19			c0.10	0.11		
v/s Ratio Perm				0.19			0.03					0.10
v/c Ratio		0.77	0.90	0.55	0.74	0.51	0.07		0.85	0.39	0.35	
Uniform Delay, d1		72.8	50.1	42.7	69.8	39.1	32.6		69.7	47.1	46.6	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		13.5	6.9	0.6	7.9	1.4	0.2		16.2	0.2	0.5	
Delay (s)		86.3	57.0	43.3	77.7	40.5	32.8		85.9	47.3	47.1	
Level of Service		F	E	D	E	D	C		F	D	D	
Approach Delay (s)			54.7			49.0				58.3		
Approach LOS			D			D				E		
Intersection Summary												
HCM 2000 Control Delay			70.1			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			94.2%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Existing AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	198	1338	132
Future Volume (vph)	198	1338	132
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3468	5187	1495
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3468	5187	1495
Peak-hour factor, PHF	0.83	0.87	0.75
Adj. Flow (vph)	239	1538	176
RTOR Reduction (vph)	0	0	129
Lane Group Flow (vph)	246	1538	47
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	1%	0%	8%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	16.6	42.5	42.5
Effective Green, g (s)	16.6	42.5	42.5
Actuated g/C Ratio	0.10	0.27	0.27
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	359	1377	397
v/s Ratio Prot	0.07	c0.30	
v/s Ratio Perm			0.03
v/c Ratio	0.69	1.12	0.12
Uniform Delay, d1	69.2	58.8	44.5
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	5.3	63.0	0.1
Delay (s)	74.5	121.8	44.7
Level of Service	E	F	D
Approach Delay (s)		108.9	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Existing PM Peak
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	166	1035	1054	681	124	118
Future Volume (vph)	166	1035	1054	681	124	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1556	3406	3438	2787	3367	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1556	3406	3438	2787	3367	1429
Peak-hour factor, PHF	0.78	0.93	0.89	0.96	0.83	0.84
Adj. Flow (vph)	213	1113	1184	709	149	140
RTOR Reduction (vph)	0	0	0	61	0	16
Lane Group Flow (vph)	213	1113	1184	648	149	124
Heavy Vehicles (%)	16%	6%	5%	2%	4%	13%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases						
Actuated Green, G (s)	34.2	141.9	100.7	122.8	15.1	55.3
Effective Green, g (s)	34.2	141.9	100.7	122.8	15.1	55.3
Actuated g/C Ratio	0.20	0.83	0.59	0.72	0.09	0.33
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	313	2843	2036	2013	299	464
v/s Ratio Prot	c0.14	0.33	c0.34	0.23	c0.04	0.09
v/s Ratio Perm						
v/c Ratio	0.68	0.39	0.58	0.32	0.50	0.27
Uniform Delay, d1	62.8	3.4	21.5	8.5	73.8	42.4
Progression Factor	1.00	1.00	0.28	0.30	1.00	1.00
Incremental Delay, d2	6.0	0.4	0.3	0.0	0.5	0.1
Delay (s)	68.8	3.9	6.2	2.6	74.3	42.5
Level of Service	E	A	A	A	E	D
Approach Delay (s)		14.3	4.9		58.9	
Approach LOS		B	A		E	
Intersection Summary						
HCM 2000 Control Delay			12.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization			60.0%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1036	10	27	1557	206	6	1	23	624	6	185
Future Volume (veh/h)	118	1036	10	27	1557	206	6	1	23	624	6	185
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1881	1900	1900	1858	1900	1900	1754	1881	1881	1759	1827
Adj Flow Rate, veh/h	139	1114	18	40	1711	258	10	2	33	734	24	231
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	2	1	1
Peak Hour Factor	0.85	0.93	0.56	0.67	0.91	0.80	0.63	0.57	0.70	0.85	0.25	0.80
Percent Heavy Veh, %	8	1	0	0	2	2	0	0	1	1	8	4
Cap, veh/h	156	2109	953	353	1676	247	66	10	50	829	469	414
Arrive On Green	0.13	1.00	1.00	0.04	1.00	1.00	0.03	0.03	0.03	0.20	0.27	0.27
Sat Flow, veh/h	1675	3574	1615	1810	3089	454	871	306	1599	3476	1759	1553
Grp Volume(v), veh/h	139	1114	18	40	959	1010	12	0	33	734	24	231
Grp Sat Flow(s),veh/h/ln	1675	1787	1615	1810	1765	1778	1176	0	1599	1738	1759	1553
Q Serve(g_s), s	9.4	0.0	0.0	1.7	0.0	92.3	1.2	0.0	3.5	33.5	1.7	21.8
Cycle Q Clear(g_c), s	9.4	0.0	0.0	1.7	0.0	92.3	1.5	0.0	3.5	33.5	1.7	21.8
Prop In Lane	1.00		1.00	1.00		0.26	0.83		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	2109	953	353	958	965	75	0	50	829	469	414
V/C Ratio(X)	0.89	0.53	0.02	0.11	1.00	1.05	0.16	0.00	0.66	0.89	0.05	0.56
Avail Cap(c_a), veh/h	181	2109	953	434	958	965	153	0	160	829	590	521
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.56	0.56	0.56	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	16.3	0.0	0.0	80.5	0.0	81.5	62.4	46.4	53.7
Incr Delay (d2), s/veh	31.2	0.9	0.0	0.0	22.0	34.9	0.4	0.0	5.5	11.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.3	0.0	0.8	5.9	9.4	0.6	0.0	1.6	17.7	0.8	9.4
LnGrp Delay(d),s/veh	82.6	0.9	0.0	16.3	22.0	34.9	80.8	0.0	87.0	73.4	46.4	54.2
LnGrp LOS	F	A	A	B	F	F	F		F	E	D	D
Approach Vol, veh/h		1271			2009			45			989	
Approach Delay, s/veh		9.8			28.4			85.4			68.3	
Approach LOS		A			C			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	18.5	99.3	40.0	12.3	10.4	107.3		52.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	14.0	78.0	33.5	17.0	11.0	81.0		57.0				
Max Q Clear Time (g_c+I1), s	11.4	94.3	35.5	5.5	3.7	2.0		23.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	15.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			C									

HCM Signalized Intersection Capacity Analysis
10: Lexington Club Blvd/Stone Quarry Rd

Existing PM Peak

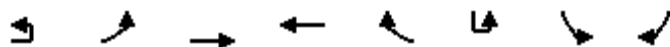
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	1486	17	49	1701	170	15	0	27	104	1	102
Future Volume (vph)	141	1486	17	49	1701	170	15	0	27	104	1	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1805	3539	1615	1805	3539	1583		1736	1599	1698	1678	1568
Flt Permitted	0.05	1.00	1.00	0.13	1.00	1.00		0.71	1.00	0.37	0.36	1.00
Satd. Flow (perm)	94	3539	1615	243	3539	1583		1290	1599	657	627	1568
Peak-hour factor, PHF	0.87	0.96	0.74	0.71	0.95	0.80	0.61	0.25	0.69	0.73	0.25	0.82
Adj. Flow (vph)	162	1548	23	69	1791	212	25	0	39	142	4	124
RTOR Reduction (vph)	0	0	7	0	0	42	0	0	37	0	0	19
Lane Group Flow (vph)	162	1548	16	69	1791	171	0	25	2	72	74	105
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	4%	0%	1%	1%	33%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8	8	8
Actuated Green, G (s)	132.2	118.3	118.3	113.3	106.4	106.4		6.9	6.9	23.8	23.8	42.6
Effective Green, g (s)	132.2	118.3	118.3	113.3	106.4	106.4		6.9	6.9	23.8	23.8	42.6
Actuated g/C Ratio	0.78	0.70	0.70	0.67	0.63	0.63		0.04	0.04	0.14	0.14	0.25
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	262	2462	1123	225	2214	990		52	64	158	155	457
v/s Ratio Prot	c0.07	c0.44		0.01	c0.51					0.03	c0.03	0.03
v/s Ratio Perm	0.41		0.01	0.19		0.11		0.02	0.00	0.03	c0.04	0.04
v/c Ratio	0.62	0.63	0.01	0.31	0.81	0.17		0.48	0.02	0.46	0.48	0.23
Uniform Delay, d1	46.4	14.0	7.9	12.0	24.1	13.3		79.8	78.3	65.8	67.4	50.6
Progression Factor	1.30	1.53	1.00	1.53	1.80	2.17		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.9	0.0	0.2	1.9	0.2		2.5	0.1	0.8	0.8	0.1
Delay (s)	62.6	22.2	8.0	18.5	45.2	29.2		82.3	78.4	66.5	68.2	50.7
Level of Service	E	C	A	B	D	C		F	E	E	E	D
Approach Delay (s)		25.8			42.7			79.9			59.7	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			37.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)		27.0			
Intersection Capacity Utilization			81.9%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

16: Hagen Ranch Rd

Existing PM Peak

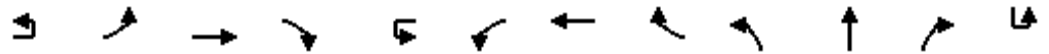


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↕	↕	↕		↔	↕
Traffic Volume (vph)	16	357	1183	1505	128	1	130	363
Future Volume (vph)	16	357	1183	1505	128	1	130	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3465	3539	3574	1568		3435	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3465	3539	3574	1568		3435	1568
Peak-hour factor, PHF	0.68	0.85	0.94	0.91	0.87	0.25	0.85	0.92
Adj. Flow (vph)	24	420	1259	1654	147	4	153	395
RTOR Reduction (vph)	0	0	0	0	70	0	0	4
Lane Group Flow (vph)	0	444	1259	1654	77	0	157	391
Heavy Vehicles (%)	2%	1%	2%	1%	3%	0%	2%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8
Actuated Green, G (s)		26.4	122.8	89.4	89.4		33.2	66.6
Effective Green, g (s)		26.4	122.8	89.4	89.4		33.2	66.6
Actuated g/C Ratio		0.16	0.72	0.53	0.53		0.20	0.39
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		538	2556	1879	824		670	614
v/s Ratio Prot		c0.13	0.36	c0.46	0.05			
v/s Ratio Perm							0.05	c0.25
v/c Ratio		0.83	0.49	0.88	0.09		0.23	0.64
Uniform Delay, d1		69.6	10.2	35.6	20.1		57.7	41.9
Progression Factor		0.71	1.71	0.56	0.64		1.00	1.00
Incremental Delay, d2		7.9	0.6	5.0	0.2		0.1	1.6
Delay (s)		57.5	18.0	24.9	13.0		57.7	43.5
Level of Service		E	B	C	B		E	D
Approach Delay (s)			28.3	23.9			47.5	
Approach LOS			C	C			D	
Intersection Summary								
HCM 2000 Control Delay			28.9		HCM 2000 Level of Service			C
HCM 2000 Volume to Capacity ratio			0.84					
Actuated Cycle Length (s)			170.0		Sum of lost time (s)		21.0	
Intersection Capacity Utilization			92.2%		ICU Level of Service			F
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Existing PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗		↔	↕	↗	↖	↑	↗	
Traffic Volume (vph)	4	48	1315	23	16	22	1479	82	31	11	41	1
Future Volume (vph)	4	48	1315	23	16	22	1479	82	31	11	41	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Flt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1758	3505	1599		1787	3539	1599	1787	1900	1599	
Flt Permitted		0.09	1.00	1.00		0.15	1.00	1.00	0.49	1.00	1.00	
Satd. Flow (perm)		174	3505	1599		277	3539	1599	927	1900	1599	
Peak-hour factor, PHF	0.50	0.73	0.92	0.74	0.62	0.85	0.88	0.68	0.79	0.51	0.78	0.25
Adj. Flow (vph)	8	66	1429	31	26	26	1681	121	39	22	53	4
RTOR Reduction (vph)	0	0	0	9	0	0	0	23	0	0	46	0
Lane Group Flow (vph)	0	74	1429	22	0	52	1681	98	39	22	7	0
Heavy Vehicles (%)	0%	3%	3%	1%	2%	0%	2%	1%	1%	0%	1%	0%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4	4	4	8
Actuated Green, G (s)		129.0	122.5	122.5		125.4	120.7	120.7	22.3	22.3	22.3	
Effective Green, g (s)		129.0	122.5	122.5		125.4	120.7	120.7	22.3	22.3	22.3	
Actuated g/C Ratio		0.76	0.72	0.72		0.74	0.71	0.71	0.13	0.13	0.13	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		192	2525	1152		246	2512	1135	121	249	209	
v/s Ratio Prot		c0.01	0.41			0.01	c0.47			0.01		
v/s Ratio Perm		0.28		0.01		0.15		0.06	0.04		0.00	
v/c Ratio		0.39	0.57	0.02		0.21	0.67	0.09	0.32	0.09	0.03	
Uniform Delay, d1		12.5	11.2	6.7		8.2	13.6	7.6	67.0	64.9	64.4	
Progression Factor		1.22	1.39	1.00		1.24	1.03	1.50	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.9	0.0		0.1	1.3	0.1	0.6	0.1	0.0	
Delay (s)		15.7	16.4	6.8		10.4	15.2	11.6	67.6	65.0	64.5	
Level of Service		B	B	A		B	B	B	E	E	E	
Approach Delay (s)			16.2				14.9			65.6		
Approach LOS			B				B			E		
Intersection Summary												
HCM 2000 Control Delay			21.8				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)				20.5	
Intersection Capacity Utilization			71.4%				ICU Level of Service				C	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

Existing PM Peak

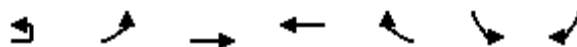


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	116	13	101
Future Volume (vph)	116	13	101
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.87	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1788	1626	
Flt Permitted	0.74	1.00	
Satd. Flow (perm)	1398	1626	
Peak-hour factor, PHF	0.81	0.68	0.84
Adj. Flow (vph)	143	19	120
RTOR Reduction (vph)	0	104	0
Lane Group Flow (vph)	147	35	0
Heavy Vehicles (%)	1%	0%	2%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	22.3	22.3	
Effective Green, g (s)	22.3	22.3	
Actuated g/C Ratio	0.13	0.13	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	183	213	
v/s Ratio Prot		0.02	
v/s Ratio Perm	c0.11		
v/c Ratio	0.80	0.16	
Uniform Delay, d1	71.7	65.6	
Progression Factor	1.00	1.00	
Incremental Delay, d2	20.8	0.1	
Delay (s)	92.5	65.7	
Level of Service	F	E	
Approach Delay (s)		79.5	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

Existing PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	28	36	1306	1519	29	46	35
Future Volume (vph)	28	36	1306	1519	29	46	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00	1.00	1.00
Frt		1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1777	3574	3610	1599	1805	1568
Flt Permitted		0.12	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		224	3574	3610	1599	1805	1568
Peak-hour factor, PHF	0.70	0.80	0.92	0.95	0.69	0.80	0.70
Adj. Flow (vph)	40	45	1420	1599	42	58	50
RTOR Reduction (vph)	0	0	0	0	9	0	47
Lane Group Flow (vph)	0	85	1420	1599	33	58	3
Heavy Vehicles (%)	0%	3%	1%	0%	1%	0%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	1	6	2		8	8
Permitted Phases	6	6	6		2	8	8
Actuated Green, G (s)		146.2	146.2	132.5	132.5	10.8	10.8
Effective Green, g (s)		146.2	146.2	132.5	132.5	10.8	10.8
Actuated g/C Ratio		0.86	0.86	0.78	0.78	0.06	0.06
Clearance Time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0	3.0	3.0
Lane Grp Cap (vph)		253	3073	2813	1246	114	99
v/s Ratio Prot		0.01	c0.40	c0.44		c0.03	0.00
v/s Ratio Perm		0.27			0.02		
v/c Ratio		0.34	0.46	0.57	0.03	0.51	0.03
Uniform Delay, d1		6.2	2.8	7.4	4.2	77.0	74.7
Progression Factor		1.55	0.65	0.84	1.48	1.00	1.00
Incremental Delay, d2		0.7	0.4	0.5	0.0	3.5	0.1
Delay (s)		10.3	2.2	6.7	6.3	80.6	74.8
Level of Service		B	A	A	A	F	E
Approach Delay (s)			2.7	6.7		77.9	
Approach LOS			A	A		E	

Intersection Summary

HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Existing PM Peak



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	1452	33	2	64	1666	42	72
Future Volume (vph)	1452	33	2	64	1666	42	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1615		1772	3574	1805	1599
Flt Permitted	1.00	1.00		0.14	1.00	0.95	1.00
Satd. Flow (perm)	3539	1615		253	3574	1805	1599
Peak-hour factor, PHF	0.96	0.70	0.38	0.81	0.93	0.70	0.79
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	1512	47	3	40	2508	60	91
RTOR Reduction (vph)	0	6	0	0	0	0	85
Lane Group Flow (vph)	1513	41	0	43	2508	60	6
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%	1%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	133.5	133.5		145.5	145.5	11.0	11.0
Effective Green, g (s)	133.5	133.5		145.5	145.5	11.0	11.0
Actuated g/C Ratio	0.79	0.79		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2779	1268		261	3058	116	103
v/s Ratio Prot	0.43			0.00	c0.70	c0.03	0.00
v/s Ratio Perm		0.03		0.14			
v/c Ratio	0.54	0.03		0.16	0.82	0.52	0.06
Uniform Delay, d1	6.8	4.0		4.7	5.9	76.9	74.6
Progression Factor	1.29	0.41		1.38	2.60	1.00	1.00
Incremental Delay, d2	0.7	0.0		0.2	1.7	3.9	0.2
Delay (s)	9.5	1.7		6.6	17.1	80.8	74.9
Level of Service	A	A		A	B	F	E
Approach Delay (s)	9.3				16.9	77.2	
Approach LOS	A				B	E	

Intersection Summary

HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Existing PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		⇌	⇌⇌	⇌		⇌	⇌⇌	⇌		⇌	⇌⇌	⇌
Traffic Volume (vph)	23	206	986	348	5	215	1102	270	4	572	1138	222
Future Volume (vph)	23	206	986	348	5	215	1102	270	4	572	1138	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	0.88		0.97	0.95	1.00		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3471	5136	2787		3469	3610	1594		3467	5136	1599
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3471	5136	2787		3469	3610	1594		3467	5136	1599
Peak-hour factor, PHF	0.66	0.86	0.87	0.80	0.44	0.89	0.88	0.89	0.44	0.85	0.90	0.85
Adj. Flow (vph)	35	240	1133	435	11	242	1252	303	9	673	1264	261
RTOR Reduction (vph)	0	0	0	246	0	0	0	106	0	0	0	132
Lane Group Flow (vph)	0	275	1133	189	0	253	1252	197	0	682	1264	129
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	0%	1%	1%	2%	0%	1%	0%	0%	0%	1%	1%	1%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		15.2	60.1	60.1		17.7	62.6	62.6		34.5	47.5	47.5
Effective Green, g (s)		15.2	60.1	60.1		17.7	62.6	62.6		34.5	47.5	47.5
Actuated g/C Ratio		0.09	0.35	0.35		0.10	0.37	0.37		0.20	0.28	0.28
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		310	1815	985		361	1329	586		703	1435	446
v/s Ratio Prot		c0.08	0.22			0.07	c0.35			c0.20	c0.25	
v/s Ratio Perm				0.07				0.12				0.08
v/c Ratio		0.89	0.62	0.19		0.70	0.94	0.34		0.97	0.88	0.29
Uniform Delay, d1		76.6	45.6	38.1		73.6	51.9	38.7		67.2	58.5	48.0
Progression Factor		0.82	0.98	2.09		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		23.0	0.6	0.1		6.0	14.2	1.6		26.6	6.7	0.4
Delay (s)		85.8	45.2	79.6		79.6	66.2	40.3		93.8	65.2	48.4
Level of Service		F	D	E		E	E	D		F	E	D
Approach Delay (s)			59.4				63.7				72.1	
Approach LOS			E				E				E	
Intersection Summary												
HCM 2000 Control Delay			66.1				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			28.5		
Intersection Capacity Utilization			91.0%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Existing PM Peak



Movement	SBU	SBL	SBT	SBR
Lane Configurations		⇌	↑↑↑	↗
Traffic Volume (vph)	3	214	484	113
Future Volume (vph)	3	214	484	113
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3462	5187	1615
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3462	5187	1615
Peak-hour factor, PHF	0.47	0.88	0.89	0.82
Adj. Flow (vph)	6	243	544	138
RTOR Reduction (vph)	0	0	0	114
Lane Group Flow (vph)	0	249	544	24
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	7%	1%	0%	0%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		16.2	29.2	29.2
Effective Green, g (s)		16.2	29.2	29.2
Actuated g/C Ratio		0.10	0.17	0.17
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		329	890	277
v/s Ratio Prot		0.07	0.10	
v/s Ratio Perm				0.01
v/c Ratio		0.76	0.61	0.09
Uniform Delay, d1		75.0	65.1	59.2
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		9.6	1.3	0.1
Delay (s)		84.5	66.4	59.3
Level of Service		F	E	E
Approach Delay (s)			70.2	
Approach LOS			E	
Intersection Summary				

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.5	8.7	36.2	0.28	27.6	C
Tranquility Lake Dr	II	45	23.9	36.0	59.9	0.23	13.8	E
Lexington Club Blvd	II	45	23.9	28.0	51.9	0.22	15.2	E
Hagen Ranch Rd	II	45	34.3	33.1	67.4	0.36	19.1	D
Legends Way	II	45	15.8	4.8	20.6	0.14	25.3	C
Cumberland Dr	II	45	36.2	10.7	46.9	0.38	29.5	B
Seville Terrace	II	45	29.2	14.7	43.9	0.29	24.2	C
Jog Rd	II	45	20.3	58.4	78.7	0.19	8.5	F
Total	II		211.1	194.4	405.5	2.09	18.6	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	40.8	68.2	0.28	14.6	E
Seville Terrace	II	45	20.3	3.7	24.0	0.19	28.0	C
Cumberland Dr	II	45	29.2	9.2	38.4	0.29	27.6	C
Legends Way	II	45	36.2	11.7	47.9	0.38	28.9	B
Hagen Ranch Rd	II	45	15.8	16.1	31.9	0.14	16.3	E
Stone Quarry Rd	II	45	34.3	37.3	71.6	0.36	18.0	D
Turnpike (East)	II	45	23.9	135.0	158.9	0.22	5.0	F
Turnpike (West)	II	45	23.9	7.1	31.0	0.23	26.6	C
Total	II		211.0	260.9	471.9	2.09	16.0	E

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.2	4.2	31.4	0.28	31.6	B
Tranquility Lake Dr	II	45	23.9	19.3	43.2	0.23	19.1	D
Lexington Club Blvd	II	45	23.9	23.6	47.5	0.22	16.6	E
Hagen Ranch Rd	II	45	34.3	18.3	52.6	0.36	24.4	C
Legends Way	II	45	15.8	17.5	33.3	0.14	15.6	E
Cumberland Dr	II	45	36.2	2.3	38.5	0.38	36.0	A
Seville Terrace	II	45	29.2	9.9	39.1	0.29	27.1	C
Jog Rd	II	45	20.3	47.1	67.4	0.19	10.0	F
Total	II		210.8	142.2	353.0	2.09	21.3	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	66.1	93.5	0.28	10.6	F
Seville Terrace	II	45	20.3	19.3	39.6	0.19	17.0	E
Cumberland Dr	II	45	29.2	7.1	36.3	0.29	29.2	B
Legends Way	II	45	36.2	16.6	52.8	0.38	26.2	C
Hagen Ranch Rd	II	45	15.8	25.9	41.7	0.14	12.5	F
Stone Quarry Rd	II	45	34.3	46.3	80.6	0.36	16.0	E
Turnpike (East)	II	45	23.9	63.7	87.6	0.22	9.0	F
Turnpike (West)	II	45	23.9	6.5	30.4	0.23	27.2	C
Total	II		211.0	251.5	462.5	2.09	16.3	E

Timing Report, Sorted By Phase
3: Turnpike (West)

Existing AM

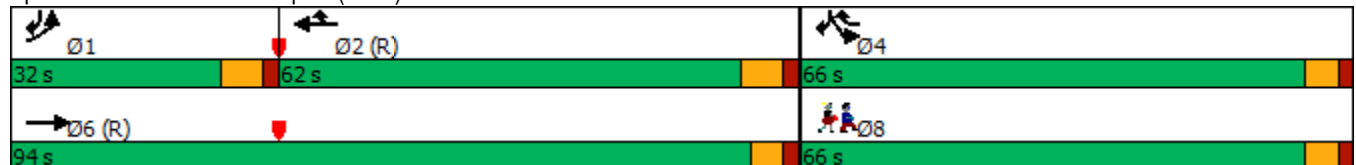


Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	32	62	66	94	66
Maximum Split (%)	20.0%	38.8%	41.3%	58.8%	41.3%
Minimum Split (s)	11	41	44	16	44
Yellow Time (s)	5	5	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	71	103	5	71	5
End Time (s)	103	5	71	5	71
Yield/Force Off (s)	96	158	65	159	65
Yield/Force Off 170(s)	96	131	34	159	34
Local Start Time (s)	128	0	62	128	62
Local Yield (s)	153	55	122	56	122
Local Yield 170(s)	153	28	91	56	91

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 103 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Turnpike (West)



Timing Report, Sorted By Phase
5: Tranquility Lake Dr/Turnpike (East)

Existing AM

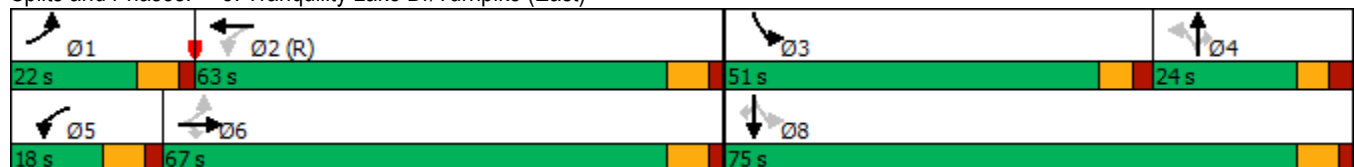


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	22	63	51	24	18	67	75
Maximum Split (%)	13.8%	39.4%	31.9%	15.0%	11.3%	41.9%	46.9%
Minimum Split (s)	11	43	45.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	32	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	54	76	139	30	54	72	139
End Time (s)	76	139	30	54	72	139	54
Yield/Force Off (s)	69	132	23.5	47	65	132	47
Yield/Force Off 170(s)	69	107	151.5	37	65	115	25
Local Start Time (s)	138	0	63	114	138	156	63
Local Yield (s)	153	56	107.5	131	149	56	131
Local Yield 170(s)	153	31	75.5	121	149	39	109

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 76 (48%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East)



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd

Existing AM

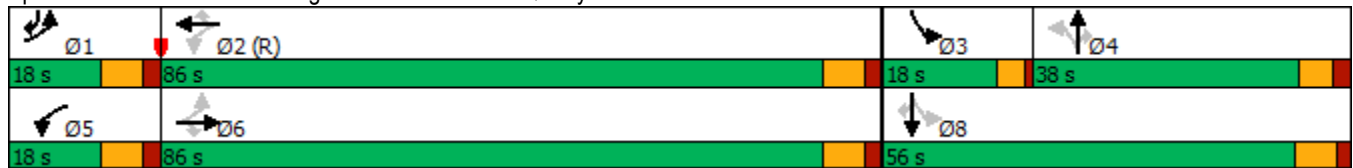


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	18	86	18	38	18	86	56
Maximum Split (%)	11.3%	53.8%	11.3%	23.8%	11.3%	53.8%	35.0%
Minimum Split (s)	11	34	9.5	36.5	11	37	13.5
Yellow Time (s)	5	5	3.5	4	5	5	5
All-Red Time (s)	2	2	1	2.5	2	2	2
Minimum Initial (s)	4	20	5	6	4	20	6
Vehicle Extension (s)	2	4	3	2	2	4	2
Minimum Gap (s)	2	4	3	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	91	17	35	73	91	17
End Time (s)	91	17	35	73	91	17	73
Yield/Force Off (s)	84	10	30.5	66.5	84	10	66
Yield/Force Off 170(s)	84	150	30.5	43.5	84	147	66
Local Start Time (s)	142	0	86	104	142	0	86
Local Yield (s)	153	79	99.5	135.5	153	79	135
Local Yield 170(s)	153	59	99.5	112.5	153	56	135

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 91 (57%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd



Timing Report, Sorted By Phase
16: Hagen Ranch Rd

Existing AM

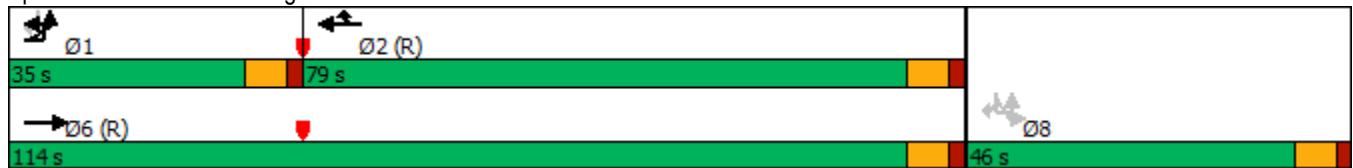


Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	35	79	114	46
Maximum Split (%)	21.9%	49.4%	71.3%	28.8%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	132	7	132	86
End Time (s)	7	86	86	132
Yield/Force Off (s)	0	79	79	125
Yield/Force Off 170(s)	0	54	79	99
Local Start Time (s)	125	0	125	79
Local Yield (s)	153	72	72	118
Local Yield 170(s)	153	47	72	92

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way

Existing AM

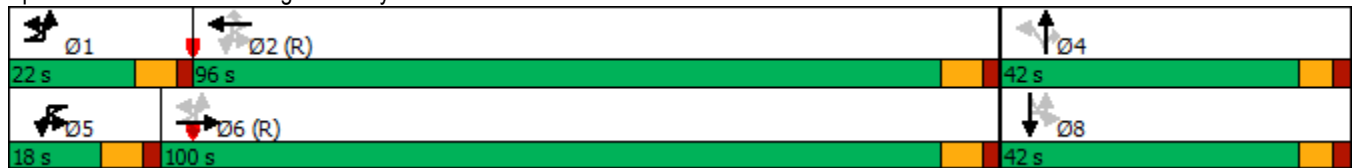


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	22	96	42	18	100	42
Maximum Split (%)	13.8%	60.0%	26.3%	11.3%	62.5%	26.3%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	138	0	96	138	156	96
End Time (s)	0	96	138	156	96	138
Yield/Force Off (s)	153	89	131.5	149	89	131.5
Yield/Force Off 170(s)	153	66	131.5	149	66	108.5
Local Start Time (s)	138	0	96	138	156	96
Local Yield (s)	153	89	131.5	149	89	131.5
Local Yield 170(s)	153	66	131.5	149	66	108.5

Intersection Summary

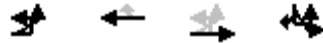
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way



Timing Report, Sorted By Phase
24: Cumberland Dr

Existing AM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	21	121	142	18
Maximum Split (%)	13.1%	75.6%	88.8%	11.3%
Minimum Split (s)	11	42	27	18
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	4
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		5
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	60	81	60	42
End Time (s)	81	42	42	60
Yield/Force Off (s)	74	35	35	54
Yield/Force Off 170(s)	74	7	35	49
Local Start Time (s)	139	0	139	121
Local Yield (s)	153	114	114	133
Local Yield 170(s)	153	86	114	128

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 81 (51%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace

Existing AM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	117	19	19	98
Maximum Split (%)	86.0%	14.0%	14.0%	72.1%
Minimum Split (s)	27	11	11	27
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	4	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	52	33	52	71
End Time (s)	33	52	71	33
Yield/Force Off (s)	26	45	64	26
Yield/Force Off 170(s)	26	45	64	26
Local Start Time (s)	117	98	117	0
Local Yield (s)	91	110	129	91
Local Yield 170(s)	91	110	129	91

Intersection Summary

Cycle Length	136
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 71 (52%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace



Timing Report, Sorted By Phase
32: Jog Rd

Existing AM

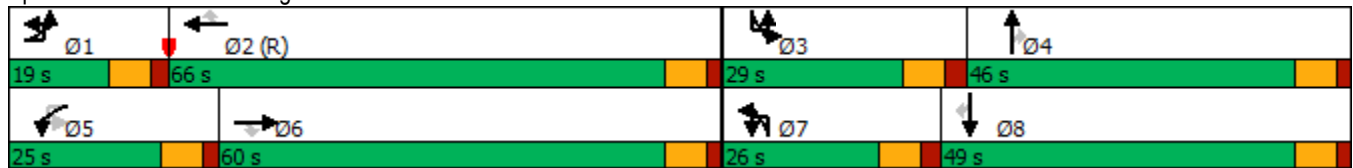


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	19	66	29	46	25	60	26	49
Maximum Split (%)	11.9%	41.3%	18.1%	28.8%	15.6%	37.5%	16.3%	30.6%
Minimum Split (s)	11	46	11.5	46	11	46	11.5	49
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		35
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	30	49	115	144	30	55	115	141
End Time (s)	49	115	144	30	55	115	141	30
Yield/Force Off (s)	42	108	136.5	23	48	108	133.5	23
Yield/Force Off 170(s)	42	76	136.5	151	48	76	133.5	148
Local Start Time (s)	141	0	66	95	141	6	66	92
Local Yield (s)	153	59	87.5	134	159	59	84.5	134
Local Yield 170(s)	153	27	87.5	102	159	27	84.5	99

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 49 (31%), Referenced to phase 2:WBT, Start of Green	

Splits and Phases: 32: Jog Rd



Timing Report, Sorted By Phase
3: Turnpike (West)

Existing PM

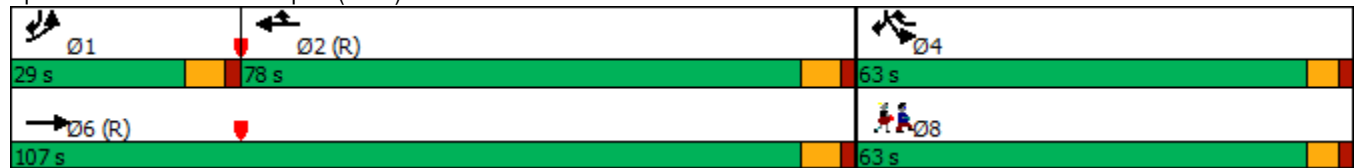


Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	29	78	63	107	63
Maximum Split (%)	17.1%	45.9%	37.1%	62.9%	37.1%
Minimum Split (s)	11	41	44	25	44
Yellow Time (s)	5	5	4	5	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	40	69	147	40	147
End Time (s)	69	147	40	147	40
Yield/Force Off (s)	62	140	34	140	34
Yield/Force Off 170(s)	62	113	3	140	3
Local Start Time (s)	141	0	78	141	78
Local Yield (s)	163	71	135	71	135
Local Yield 170(s)	163	44	104	71	104

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 69 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Turnpike (West)



Timing Report, Sorted By Phase
5: Tranquility Lake Dr/Turnpike (East)

Existing PM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	21	85	40	24	18	88	64
Maximum Split (%)	12.4%	50.0%	23.5%	14.1%	10.6%	51.8%	37.6%
Minimum Split (s)	11	43	38.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	25	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	166	17	102	142	166	14	102
End Time (s)	17	102	142	166	14	102	166
Yield/Force Off (s)	10	95	135.5	159	7	95	159
Yield/Force Off 170(s)	10	70	110.5	149	7	78	137
Local Start Time (s)	149	0	85	125	149	167	85
Local Yield (s)	163	78	118.5	142	160	78	142
Local Yield 170(s)	163	53	93.5	132	160	61	120

Intersection Summary

Cycle Length 170
 Control Type Actuated-Coordinated
 Natural Cycle 150
 Offset: 17 (10%), Referenced to phase 2:WBTL, Start of Green

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East)



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd

Existing PM

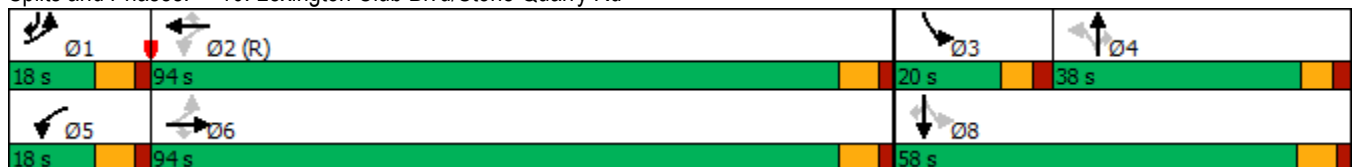


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	18	94	20	38	18	94	58
Maximum Split (%)	10.6%	55.3%	11.8%	22.4%	10.6%	55.3%	34.1%
Minimum Split (s)	11	34	12.5	36.5	11	37	13.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	2.5	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	11	29	123	143	11	29	123
End Time (s)	29	123	143	11	29	123	11
Yield/Force Off (s)	22	116	136.5	4.5	22	116	4
Yield/Force Off 170(s)	22	96	136.5	151.5	22	93	4
Local Start Time (s)	152	0	94	114	152	0	94
Local Yield (s)	163	87	107.5	145.5	163	87	145
Local Yield 170(s)	163	67	107.5	122.5	163	64	145

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 29 (17%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd



Timing Report, Sorted By Phase
16: Hagen Ranch Rd

Existing PM

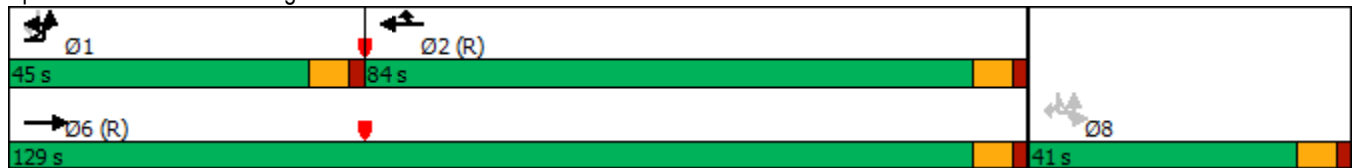


Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	45	84	129	41
Maximum Split (%)	26.5%	49.4%	75.9%	24.1%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	59	104	59	18
End Time (s)	104	18	18	59
Yield/Force Off (s)	97	11	11	52
Yield/Force Off 170(s)	97	156	11	26
Local Start Time (s)	125	0	125	84
Local Yield (s)	163	77	77	118
Local Yield 170(s)	163	52	77	92

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 104 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way

Existing PM

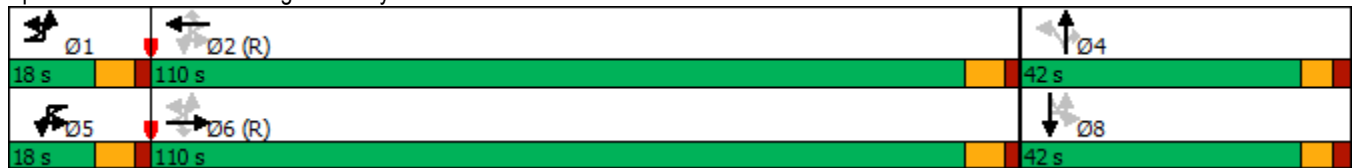


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	110	42	18	110	42
Maximum Split (%)	10.6%	64.7%	24.7%	10.6%	64.7%	24.7%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92	110	50	92	110	50
End Time (s)	110	50	92	110	50	92
Yield/Force Off (s)	103	43	85.5	103	43	85.5
Yield/Force Off 170(s)	103	20	85.5	103	20	62.5
Local Start Time (s)	152	0	110	152	0	110
Local Yield (s)	163	103	145.5	163	103	145.5
Local Yield 170(s)	163	80	145.5	163	80	122.5

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 110 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way



Timing Report, Sorted By Phase
24: Cumberland Dr

Existing PM

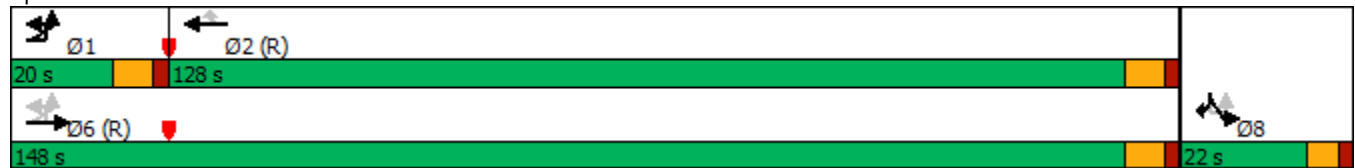


Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	20	128	148	22
Maximum Split (%)	11.8%	75.3%	87.1%	12.9%
Minimum Split (s)	11	42	27	22
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		9
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	86	106	86	64
End Time (s)	106	64	64	86
Yield/Force Off (s)	99	57	57	80
Yield/Force Off 170(s)	99	29	57	71
Local Start Time (s)	150	0	150	128
Local Yield (s)	163	121	121	144
Local Yield 170(s)	163	93	121	135

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 106 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace

Existing PM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	127	43	20	107
Maximum Split (%)	74.7%	25.3%	11.8%	62.9%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	5	132	5	25
End Time (s)	132	5	25	132
Yield/Force Off (s)	125	168.5	18	125
Yield/Force Off 170(s)	125	139.5	18	125
Local Start Time (s)	150	107	150	0
Local Yield (s)	100	143.5	163	100
Local Yield 170(s)	100	114.5	163	100

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 25 (15%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace



Timing Report, Sorted By Phase
32: Jog Rd

Existing PM

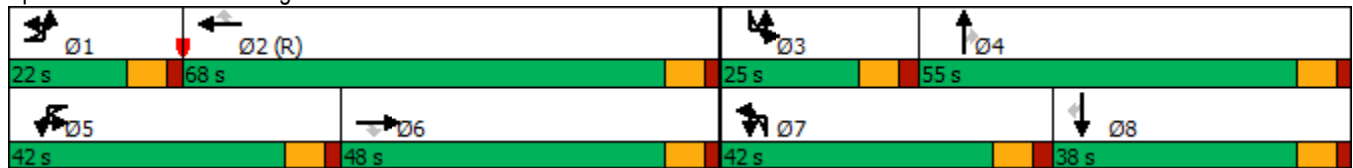


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	22	68	25	55	42	48	42	38
Maximum Split (%)	12.9%	40.0%	14.7%	32.4%	24.7%	28.2%	24.7%	22.4%
Minimum Split (s)	11	46	11.5	46.5	11	46	11.5	38
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	6
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		24
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	43	65	133	158	43	85	133	5
End Time (s)	65	133	158	43	85	133	5	43
Yield/Force Off (s)	58	126	150.5	36	78	126	167.5	36
Yield/Force Off 170(s)	58	94	150.5	4	78	94	167.5	12
Local Start Time (s)	148	0	68	93	148	20	68	110
Local Yield (s)	163	61	85.5	141	13	61	102.5	141
Local Yield 170(s)	163	29	85.5	109	13	29	102.5	117

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 65 (38%), Referenced to phase 2:WBT, Start of Green	

Splits and Phases: 32: Jog Rd



APPENDIX E

Crash Data and Crash Modification Factor (CMF)

```

          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRRR
    CCC             AAAAAAAAAA      RRRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRR

```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

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I/O NAME: ..... CAR0126
PROGRAM ID: ..... CARPJ126
REPORT NUMBER: ..... 01
RUN CLASS: ..... A
MESSAGE CLASS: ..... Q
PRINTER DEST: ..... LOCAL
# COPIES: ..... 01
ACCOUNT #: ..... 5590462
SUBMIT W/HOLD? ..... N
USERID: ..... TO462AA
PC EXTRACT OPTION: ..... 01 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)
DATASET NAME: ..... TO462AA.CAR.EXTRACT.DATA

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REPORT...CARPJ126-01
 DATE...03/19/2020
 TIME...13:12:56

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS

PAGE NO: 1
 USERID: TO462AA
 I/O.... CAR0126

COMMENT:

FROM: 01/01/2013 TO 12/31/2017
 FROM CO/SEC/SUB: 93 030 000
 TO CO/SEC/SUB: 93 030 000

MP: 001.648
 MP: 003.660

RAMPS INCL
 INFL INCL
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2013	0	0	0	30	54	23	53	0	54	4	1
2014	0	0	0	39	57	25	64	0	57	9	4
2015	1	1	0	59	95	43	103	1	95	11	6
2016	2	3	1	62	113	47	111	3	114	11	5
2017	0	0	0	63	99	48	111	0	99	13	5
TOTAL	3	4	1	253	418	186	442	4	419	48	21

NOTICE: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

REPORT...CARPJ126-01
 DATE...03/19/2020
 TIME...13:12:56

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS
 *** REPORT TOTALS ***

PAGE NO: 2
 USERID: TO462AA
 I/O.... CAR0126

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2013	0	0	0	30	54	23	53	0	54	4	1
2014	0	0	0	39	57	25	64	0	57	9	4
2015	1	1	0	59	95	43	103	1	95	11	6
2016	2	3	1	62	113	47	111	3	114	11	5
2017	0	0	0	63	99	48	111	0	99	13	5
TOTAL	3	4	1	253	418	186	442	4	419	48	21

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
---	-----	---	---	---	---	-----
1	CRSH_NUM	CHAR	9	1	123456789	CRASH NUMBER
2	CAL_YR	CHAR	4	11	CCYY	CALENDAR YEAR
3	EVNT_CRSH_DT	DATE	10	16	CCYY-MM-DD	EVENT CRASH DATE
4	EVNT_CRSH_TM	CHAR	4	27	23:38	EVENT CRASH TIME
5	DAYOWEEK	CODE	1	32	1	DHSMV DAY OF WEEK
6	MANDIST	CODE	2	34	01	MANAGING DISTRICT
7	CONTYDOT	CODE	2	37	00000001, 000	DEPT OF TRANSPORTATION COUNTY
8	RDWYID	CHAR	8	40	55020021	ROADWAY ID WITHIN COUNTY
9	LOCMP	CHAR	7	49	333.444	CRSH LOC FINAL MP ON ROADWAY
10	LOCNODE	CHAR	5	57	99999	FINAL REF NODE NUMBER CRASH LO
11	LOCDIST	CHAR	8	63	4444.666	CRSH LOC FINAL DIST REL NODE N
12	LOCMEACD	CODE	2	72	01	CRASH LOCATION FINAL MEASURE C
13	LOCDIRCD	CODE	1	75	A	CRASH LOCATION FINAL DIRECTION
14	EVNT_ON_RD_NM	CHAR	50	77	HOLLYWOOD BLV	EVENT ON ROAD NAME
15	EVNT_INTCT_RD_NM	CHAR	50	128	UNIVERSITY BL	EVENT INTERSECTING ROAD NAME
16	DISTINTS	CHAR	8	179	0010.091	DISTANCE TO INTRSECT ROAD
17	MEAINTCD	CODE	2	188	11	CODE FOR DIST TO INTRSECT ROAD
18	DIRINTCD	CODE	1	191	A	CODE FOR DIR INTRSECT ROAD
19	ROUTEID	CHAR	8	193	BR-A- 1-A	ROUTE OR ROAD FULL ID
20	USRTNO	CHAR	8	202	I- 95	US ROUTE NUMBER
21	CONTYDMV	CODE	2	211	13	DEPT MOTOR VEHICLES COUNTY NUM
22	DHSCTYNO	CHAR	2	214	01	DHSMV CITY NUMBER
23	EVNT_CTY_PLCE_NM	CHAR	32	217	WINTER HAVEN	EVENT CITY PLACE NAME
24	EVNT_CTY_LMT_CD	CODE	1	250	2	EVENT CITY LIMIT CODE
25	ACCISEV	CODE	1	252	1	ACCIDENT SEVERITY CODE
26	TYP_DR_ACDNT_CD	CODE	1	254	1	TYPE DRIVER ACCIDENT CODE
27	FRST_HARM_EVNT_CD	CODE	2	256	14	FIRST HARMFUL EVENT CODE
28	IMPCT_TYP_CD	CODE	2	259		IMPACT TYPE CODE
29	FRST_HARM_LOC_CD	CODE	2	262	01	FIRST HARMFUL LOCATION CODE
30	JCT_CD	CODE	2	265	01	JUNCTION CODE
31	INTCHG_CD	CODE	2	268		INTERCHANGE CODE
32	ACCSIDRD	CODE	1	271	L	ACCIDENT SIDE OF ROAD
33	ACCLANE	CODE	1	273	P	LANE OF ACCIDENT CODE
34	DHSRDSYS	CODE	2	275	01	DHSMV ROAD SYSTEM IDENTIFIER
35	TYPESHL	CODE	2	278	1	SHOULDER TYPE
36	INTCT_TYP_CD	CODE	2	281	01	INTERSECTION TYPE CODE
37	RD_SRFC_COND_CD	CODE	2	284	01	ROAD SURFACE CONDITION CODE
38	LGHT_COND_CD	CODE	2	287	01	LIGHTING CONDITION CODE
39	EVNT_WTHR_COND_CD	CODE	2	290	01	EVENT WEATHER CONDITION CODE
40	SCHL_BUS_REL_CD	CODE	2	293	01	SCHOOL BUS RELATED CODE
41	WRK_ZONE_REL_CD	CODE	2	296	01	WORK ZONE RELATED CODE
42	LOC_WTHN_ZONE_CD	CODE	2	299	04	LOCATION WITHIN ZONE CODE
43	WRK_ZONE_TYP_CD	CODE	2	302	03	WORK ZONE TYPE CODE
44	WRK_PRSNT_CD	CODE	2	305	01	WORKERS PRESENT CODE
45	LAW_ENFRC_PRSNT_CD	CODE	2	308	01	LAW ENFORCEMENT PRESENT CODE
46	FRST_RD_COND_CD	CODE	2	311	10	FIRST ROAD CONDITION CODE
47	SCND_RD_COND_CD	CODE	2	314	01	SECOND ROAD CONDITION CODE
48	THRD_RD_COND_CD	CODE	2	317	88	THIRD ROAD CONDITION CODE
49	FRST_ENVRN_COND_CD	CODE	2	320	02	FIRST ENVIRONMENT CONDITION CO

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
50	SCND_ENVRN_COND_CD	CODE	2	323	05	SECOND ENVIRONMENT CONDITION C
51	THRD_ENVRN_COND_CD	CODE	2	326	04	THIRD ENVIRONMENT CONDITION CO
52	V1_TRAF_CTRL_CD	CODE	2	329	01	VEH #1 TRAFFIC CONTROL CODE
53	V2_TRAF_CTRL_CD	CODE	2	332	01	VEH #2 TRAFFIC CONTROL CODE
54	ALCINVCD	CODE	1	335	0	ALCOHOL INVOLVED IN ACCIDENT C
55	FAHWYSYS	CODE	1	337	1	FEDERAL HIGHWAY SYSTEM CODE
56	FUNCLASS	CODE	2	339	01	HWY FUNCTIONAL CLASS CODE
57	CRRATECD	CODE	2	342	11	CRASH RATES CALCULATION CATEGO
58	RDACCESS	CODE	1	345	2	ACCESS CONTROL TYPE
59	PLACECD	CODE	4	347	2791 (ALPHABET	CENSUS PLACE CODE
60	SURWIDTH	CHAR	3	352	45	THRU PAVEMENT SURFACE WIDTH
61	SHLDTYPE	CODE	1	356	6	HIGHWAY SHOULDER TYPE
62	SHLDTYP2	CODE	1	358	6	HIGHWAY SHOULDER TYPE TWO
63	SHLDTYP3	CODE	1	360	6	HIGHWAY SHOULDER TYPE
64	SLDWIDTH	CHAR	4	362	10.0	HIGHWAY SHOULDER WIDTH NUMBER
65	SHLDWTH2	CHAR	4	367	5.0	HIGHWAY SHOULDER WIDTH NUMBER
66	SHLDWTH3	CHAR	4	372	99.9	HIGHWAY SHOULDER WIDTH
67	MEDWIDTH	CHAR	3	377	40	HIGHWAY MEDIAN WIDTH
68	HRZDGCVRV	CHAR	6	381	2D 3' 20"	HORIZONTAL DEGREE OF CURVE
69	MAXSPEED	CHAR	3	388	55	MAXIMUM POSTED SPEED LIMIT
70	TYPEPARK	CODE	1	392	1	TYPE OF ROADWAY PARKING
71	SECTADT	CHAR	6	394	4,150	SECTION AVERAGE ANNUAL DAILY T
72	AVGTFACT	CHAR	5	401	4.00	RDWY SECTION AVG T FACTOR NUMB
73	SKTRESNM	NUM	4	407	1	SKID TEST RESULT NUMBER
74	V1_MOST_HARM_EVNT_CD	CODE	2	412	01	VEH #1 MOST HARMFUL EVENT CODE
75	V1_HARM_EVNT_SEQ01_CD	CODE	2	415	40	VEH #1 HARMFUL EVENT SEQ 01 CD
76	V1_VHCL_BDY_TYP_CD	CODE	2	418	01	VEH #1 BODY TYPE CODE
77	V1_VHCL_SPCL_FNC_CD	CODE	2	421	01	VEH #1 SPECIAL FUNCTION CODE
78	V1_CMRC_USE_CD	CODE	2	424	01	VEH #1 COMMERCIAL USE CODE
79	V1_CMRC_VEH_CNFIG_CD	CODE	2	427	01	VEH #1 COMMERCIAL CONFIG CODE
80	V1_CARY_BDY_TYP_CD	CODE	2	430	01	VEH #1 CARRIER BODY TYPE CODE
81	V1_CMRC_VEH_WT_CD	CODE	2	433	01	VEH #1 COMMERCIAL WEIGHT CODE
82	V1_POINTIMP	CODE	2	436	01	VEH #1 POINT OF IMPACT
83	V1_VHCL_MOVE_CD	CODE	2	439	01	VEH #1 MOVEMENT CODE
84	V1_TRAVDIR	CODE	1	442	E	VEH #1 DIRECTION OF TRAVEL
85	V1_FRST_DR_ACTN_CD	CODE	2	444	01	VEH #1 FIRST DRIVER ACTION CD
86	V1_AGE3	CHAR	3	447	018	VEH #1 DRIVER AGE
87	V1_SUSP_ALC_USE_CD	CHAR	2	451	01	VEH #1 SUSPECT ALCOHOL USE CD
88	V1_SUSP_DRUG_USE_CD	CHAR	2	454	01	VEH #1 SUSPECT DRUG USE CODE
89	V2_MOST_HARM_EVNT_CD	CODE	2	457	01	VEH #2 MOST HARMFUL EVENT CODE
90	V2_HARM_EVNT_SEQ01_CD	CODE	2	460	40	VEH #2 HARMFUL EVENT SEQ 01 CD
91	V2_VHCL_BDY_TYP_CD	CODE	2	463	01	VEH #2 BODY TYPE CODE
92	V2_VHCL_SPCL_FNC_CD	CODE	2	466	01	VEH #2 SPECIAL FUNCTION CODE
93	V2_CMRC_USE_CD	CODE	2	469	01	VEH #2 COMMERCIAL USE CODE
94	V2_CMRC_VEH_CNFIG_CD	CODE	2	472	01	VEH #2 COMMERCIAL CONFIG CODE
95	V2_CARY_BDY_TYP_CD	CODE	2	475	01	VEH #2 CARRIER BODY TYPE CODE
96	V2_CMRC_VEH_WT_CD	CODE	2	478	01	VEH #2 COMMERCIAL WEIGHT CODE
97	V2_POINTIMP	CODE	2	481	01	VEH #2 POINT OF IMPACT
98	V2_VHCL_MOVE_CD	CODE	2	484	01	VEH #2 MOVEMENT CODE

REPORT..CARPJ126-01
 DATE...2020-03-19
 TIME...10:49:56:6

FLORIDA - DEPARTMENT OF TRANSPORTATION
 (CAR) CRASH ANALYSIS REPORTING SYSTEM
 EXTRACT FOR PC FOR STATE-MAINTAINED ROADS

PAGE NO 1
 I/O... CAR0126

1 - CRASH LEVEL EXTRACT (ONE ROW PER CRASH)

COL	CAR COLUMN NAME	TYPE	SIZE	START	EXAMPLE	COLUMN DESCRIPTION
---	-----	---	---	---	-----	-----
99	V2_TRAVDIR	CODE	1	487	E	VEH #2 DIRECTION OF TRAVEL
100	V2_FRST_DR_ACTN_CD	CODE	2	489	01	VEH #2 FIRST DRIVER ACTION CD
101	V2_AGE3	CHAR	3	492	018	VEH #2 DRIVER AGE
102	V2_SUSP_ALC_USE_CD	CHAR	2	496	01	VEH #2 SUSPECT ALCOHOL USE CD
103	V2_SUSP_DRUG_USE_CD	CHAR	2	499	01	VEH #2 SUSPECT DRUG USE CODE
104	TOT_CRSH_DMG_AMT	CHAR	16	502	1000.00	TOTAL CRASH DAMAGE AMOUNT
105	TOT_VHCL_DMG_AMT	CHAR	16	519	2000.00	TOTAL VEHICLE DAMAGE AMOUNT
106	TOT_PROP_DMG_AMT	CHAR	16	536	500.00	TOTAL PROPERTY DAMAGE AMOUNT
107	TOT_OF_PERS_NUM	NUM	3	553	3	TOTAL NUMBER OF PERSON
108	TOT_OF_DR_NUM	NUM	3	557	3	TOTAL OF DRIVER NUMBER
109	TOT_OF_VHCL_NUM	NUM	3	561	2	TOTAL NUMBER OF VEHICLE
110	TOT_OF_FATL_NUM	NUM	3	565	111	TOTAL NUMBER OF FATALITY
111	TOT_OF_INJR_NUM	NUM	3	569	222	TOTAL OF INJURIES NUMBER
112	TOTSEVREINJ_NUM	NUM	3	573	222	TOTAL SEVERE INJURIES NUMBER
113	TOTNONTRAFFATL_NUM	NUM	3	577	2	TOTAL NONTRAFFIC FATALITY NUMB
114	TOT_OF_PEDST_NUM	NUM	3	581	05	TOTAL NUMBER OF PEDESTRIAN
115	TOTOF_PEDLCYCL_NUM	NUM	3	585	12	TOTAL OF PEDAL CYCLIST NUMBER
116	EVNT_LAT_NUM	CHAR	10	589	30.2870000	EVENT LATITUDE NUMBER
117	EVNT_LONG_NUM	CHAR	11	600	-81.5122000	EVENT LONGITUDE NUMBER
118	CAR_LAT_NUM	CHAR	10	612	30.2870000	CAR LATITUDE NUMBER
119	CAR_LONG_NUM	CHAR	11	623	-81.5122000	CAR LONGITUDE NUMBER
120	RUN DATE	DATE	10	635	2014-08-04	DATE REPORT WAS RUN
121	RUN TIME	TIME	8	646	14:00:50	TIME THAT REPORT WAS RUN
122	OPT	CHAR	2	655	01	EXTRACT OPTION RUN
123	PROGRAM	CHAR	8	658	CARPJ126	PROGRAM THAT CREATED EXTRACT



CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF COMPARISON

Below you will find comparisons for the CMFs you chose.

Please note that the rows highlighted in light blue and bold/italic contain the differences in the selected CMFs.

Countermeasure Name	Increase from 4 lanes to 6 lanes	Increase from 4 lanes to 6 lanes	Increase from 4 lanes to 6 lanes	Increase from 4 lanes to 6 lanes
CMF ID	<i>7924</i>	<i>7926</i>	<i>7927</i>	<i>7928</i>
CMF	0.85	0.847	0.798	0.802
Study Reference	<i>PARK ET AL., 2015</i>	<i>PARK ET AL., 2015</i>	<i>PARK ET AL., 2015</i>	<i>PARK ET AL., 2015</i>
<i>Unadjusted Standard Error CMF</i>	<i>0.073</i>	<i>0.068</i>	<i>0.066</i>	<i>0.066</i>
CMFunction				
Star Rating				
Crash Type	All	All	All	All
Crash Severity	All	All	All	All
Crash Time of Day				
Area Type	Urban	Urban	Urban	Urban
Road Division Type				
Road Type	Not specified	Not specified	Not specified	Not specified
Number of Lanes				
Intersection Type				
Intersection Geometry				
Traffic Control				
Speed Limit	40-60	40-60	40-60	40-60
Study Type	Before/after using empirical Bayes or full Bayes	Before/after using empirical Bayes or full Bayes	Before/after using empirical Bayes or full Bayes	Before/after using empirical Bayes or full Bayes
Years From	2003	2003	2003	2003
Years To	2012	2012	2012	2012

Traffic Volume Unit	Annual Average Daily Traffic (AADT)	Annual Average Daily Traffic (AADT)	Annual Average Daily Traffic (AADT)	Annual Average Daily Traffic (AADT)
Min Traffic Volume	20500	20500	20500	20500
Max Traffic Volume	60683	60683	60683	60683
Min Major Rd Volume				
Max Major Rd Volume				
Min Minor Rd Volume				
Max Minor Rd Volume				
Avg Traffic Volume				
Avg Major Rd Volume				
Avg Minor Rd Volume				
State of Origin	FL	FL	FL	FL
Municipality				
Country				
Comments		<i>CMF after 2nd year of treatment</i>	<i>CMF after 3rd year of treatment</i>	<i>CMF after 4th year of treatment</i>

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For more information, contact Karen Scurry at karen.scurry@dot.gov

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CMF / CRF Details

CMF ID: 7924

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: [Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.85

Adjusted Standard Error:

Unadjusted Standard Error: 0.073

Crash Reduction Factor (CRF)

Value: 15 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	7.3
-----------------------------------	-----

Applicability

Crash Type:	All
--------------------	-----

Crash Severity:	All
------------------------	-----

Roadway Types:	Not specified
-----------------------	---------------

Number of Lanes:	
-------------------------	--

Road Division Type:	
----------------------------	--

Speed Limit:	40-60
---------------------	-------

Area Type:	Urban
-------------------	-------

Traffic Volume:	20500 to 60683 <i>Annual Average Daily Traffic (AADT)</i>
------------------------	---

Time of Day:	
---------------------	--

If countermeasure is intersection-based

Intersection Type:	
---------------------------	--

Intersection Geometry:	
-------------------------------	--

Traffic Control:	
-------------------------	--

Major Road Traffic Volume:	
-----------------------------------	--

Minor Road Traffic Volume:	
-----------------------------------	--

Development Details

Date Range of Data Used:	2003 to 2012
---------------------------------	--------------

Municipality:	
----------------------	--

State:	FL
---------------	----

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	

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CMF / CRF Details

CMF ID: 7926

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: [Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.847

Adjusted Standard Error:

Unadjusted Standard Error: 0.068

Crash Reduction Factor (CRF)

Value: 15.3 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	6.8
-----------------------------------	-----

Applicability

Crash Type:	All
--------------------	-----

Crash Severity:	All
------------------------	-----

Roadway Types:	Not specified
-----------------------	---------------

Number of Lanes:	
-------------------------	--

Road Division Type:	
----------------------------	--

Speed Limit:	40-60
---------------------	-------

Area Type:	Urban
-------------------	-------

Traffic Volume:	20500 to 60683 <i>Annual Average Daily Traffic (AADT)</i>
------------------------	---

Time of Day:	
---------------------	--

If countermeasure is intersection-based

Intersection Type:	
---------------------------	--

Intersection Geometry:	
-------------------------------	--

Traffic Control:	
-------------------------	--

Major Road Traffic Volume:	
-----------------------------------	--

Minor Road Traffic Volume:	
-----------------------------------	--

Development Details

Date Range of Data Used:	2003 to 2012
---------------------------------	--------------

Municipality:	
----------------------	--

State:	FL
---------------	----

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	CMF after 2nd year of treatment

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CMF / CRF Details

CMF ID: 7927

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: [Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.798

Adjusted Standard Error:

Unadjusted Standard Error: 0.066

Crash Reduction Factor (CRF)

Value: 20.2 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	6.6
-----------------------------------	-----

Applicability

Crash Type:	All
--------------------	-----

Crash Severity:	All
------------------------	-----

Roadway Types:	Not specified
-----------------------	---------------

Number of Lanes:	
-------------------------	--

Road Division Type:	
----------------------------	--

Speed Limit:	40-60
---------------------	-------

Area Type:	Urban
-------------------	-------

Traffic Volume:	20500 to 60683 <i>Annual Average Daily Traffic (AADT)</i>
------------------------	---

Time of Day:	
---------------------	--

If countermeasure is intersection-based

Intersection Type:	
---------------------------	--

Intersection Geometry:	
-------------------------------	--

Traffic Control:	
-------------------------	--

Major Road Traffic Volume:	
-----------------------------------	--

Minor Road Traffic Volume:	
-----------------------------------	--

Development Details

Date Range of Data Used:	2003 to 2012
---------------------------------	--------------

Municipality:	
----------------------	--

State:	FL
---------------	----

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	CMF after 3rd year of treatment

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CMF / CRF Details

CMF ID: 7928

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: [Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.802

Adjusted Standard Error:

Unadjusted Standard Error: 0.066

Crash Reduction Factor (CRF)

Value: 19.8 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	6.6
-----------------------------------	-----

Applicability

Crash Type:	All
--------------------	-----

Crash Severity:	All
------------------------	-----

Roadway Types:	Not specified
-----------------------	---------------

Number of Lanes:	
-------------------------	--

Road Division Type:	
----------------------------	--

Speed Limit:	40-60
---------------------	-------

Area Type:	Urban
-------------------	-------

Traffic Volume:	20500 to 60683 <i>Annual Average Daily Traffic (AADT)</i>
------------------------	---

Time of Day:	
---------------------	--

If countermeasure is intersection-based

Intersection Type:	
---------------------------	--

Intersection Geometry:	
-------------------------------	--

Traffic Control:	
-------------------------	--

Major Road Traffic Volume:	
-----------------------------------	--

Minor Road Traffic Volume:	
-----------------------------------	--

Development Details

Date Range of Data Used:	2003 to 2012
---------------------------------	--------------

Municipality:	
----------------------	--

State:	FL
---------------	----

Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	CMF after 4th year of treatment

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APPENDIX F

Future Design Traffic Volume Development



Florida Department of
TRANSPORTATION

**FUTURE TRAFFIC VOLUME DEVELOPMENT
MEMORANDUM**

**PROJECT DEVELOPMENT AND ENVIRONMENT
(PD&E) STUDY**

ATLANTIC AVENUE (SR 806)

**FROM FLORIDA'S TURNPIKE (M.P. 1.748)
TO JOG ROAD (M.P. 3.560)**

**FINANCIAL PROJECT ID: 440575-3-22-02
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14423
PALM BEACH COUNTY, FLORIDA**

Prepared for:

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309**

August 2020

Future Traffic Volume Development

Date: August 24, 2020
To: Alexander Estrada, PE (FDOT District 4 Office)
From: Scalar Consulting Group Inc.
Subject: Future Traffic Volume Development for Atlantic Avenue (SR 806) Project
Development & Environment (PD&E) Study from Turnpike to Jog Road -
FPID: 440575-3-22-02

This document summarizes the methodology that were utilized to develop traffic forecasts and provides traffic turning volumes for the existing year (2018), opening year (2025), and design year (2045) for Atlantic Avenue (SR 806) from Turnpike to Jog Rd. The traffic information provided in the 2019 Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannet Fleming were adopted for this project as recommended by the Department.

The existing year (2018) turning movement volumes, the recommended annual linear growth rate for both major and minor streets (1.6%), K Factors, and D Factors developed from the count data were employed as inputs into the TMTTool to develop future year turning movement volumes for the study intersections (AM and PM peak), in accordance with the 2019 Project Traffic Forecasting Handbook. Finally, the traffic balancing for the future turning movement volumes along the corridor was performed and the results confirmed that the differences of departure and arrival traffic volumes between the signalized intersections are less than 10% acceptable tolerance.

The existing lane geometry, traffic volume diagrams for the years of analysis (2018, 2025, 2045), TMTTool analysis, and the traffic balancing for future traffic volumes (2025 and 2045) are enclosed for the Department's review and approval prior to beginning traffic operational analysis.

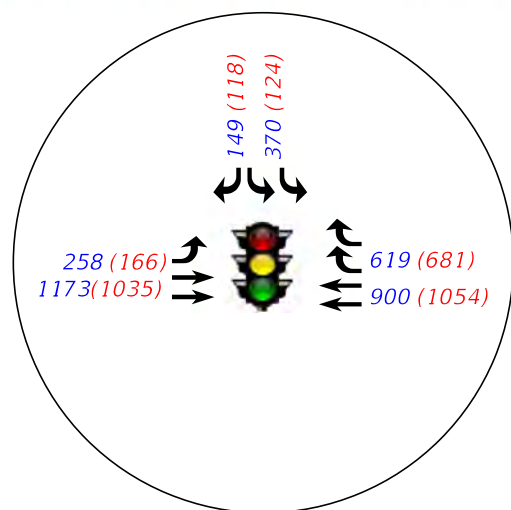
In order to obtain the peak hour factors (PHFs) and heavy vehicle percentages (HVs%) as inputs for existing traffic operational analysis, average of PHFs and HVs% for the three days turning movement counts will be calculated. A HV of 3.0% and PHF of 0.95 will be used in future traffic operational analysis. This also needs to be agreed with Department prior to beginning traffic operational analysis.

Next Step:

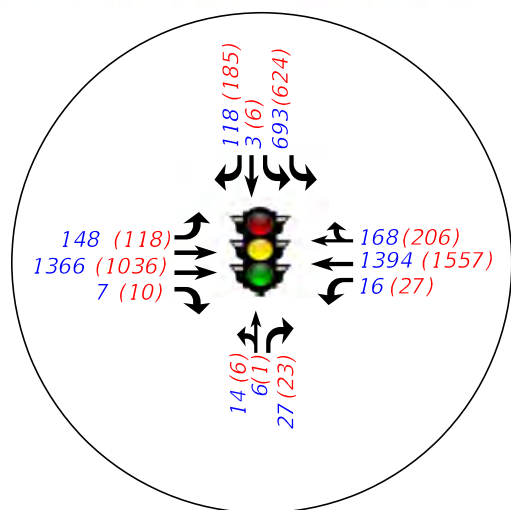
Upon approval, the future turning movement volumes will be used in traffic operational analysis for both the 'No-Build' and 'Build' Alternatives as agreed by the Department.

Synchro results will be provided using Highway Capacity Manual (HCM) 2010 report. However, there are limitations of generating HCM 2010 reports for the analysis of U-Turn movements and does NOT support Non-NEMA phasing at the signalized intersections. Therefore, HCM 2000 reports will be provided for the intersection analysis where HCM 2010 results cannot be reported.

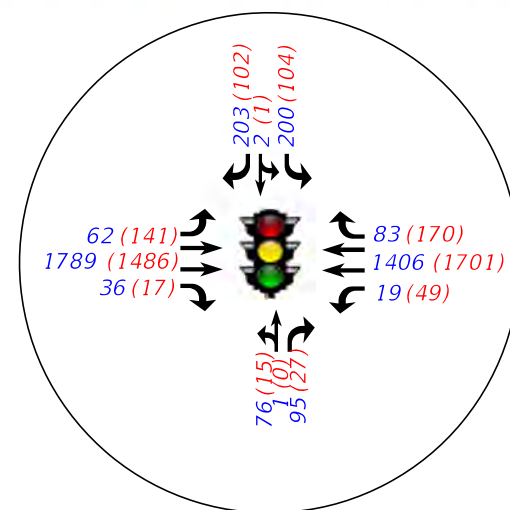
TURNING MOVEMENT COUNTS (2018)



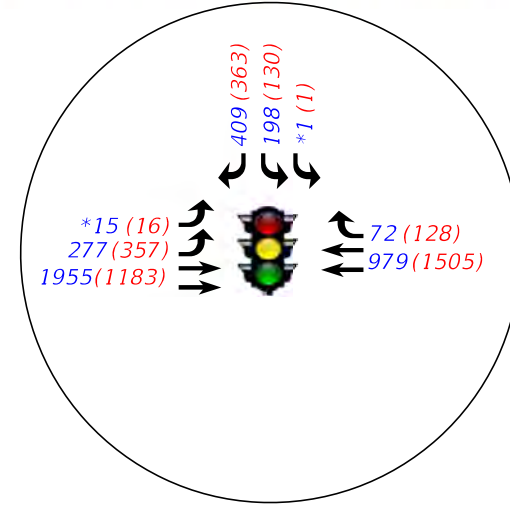
1. SR 806 AND FL TURNPIKE SB RAMP



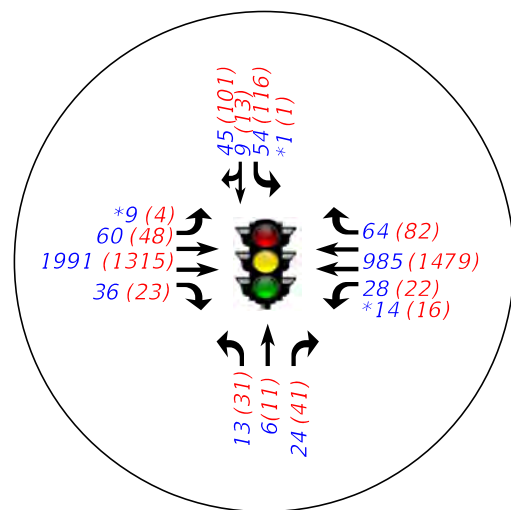
2. SR 806 AND FL TURNPIKE NB RAMP/TRANQUILITY LAKE DR



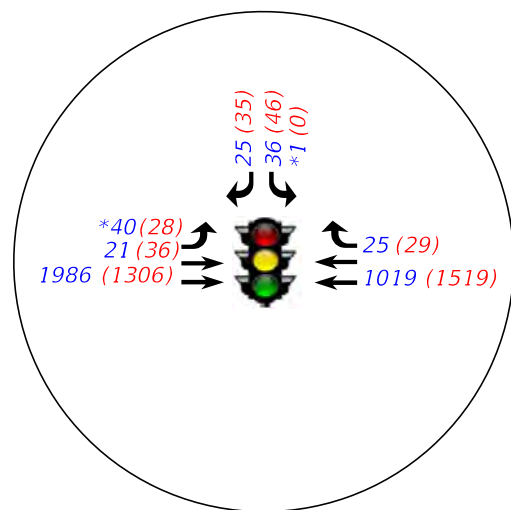
3. SR 806 AND STONE QUARRY BLVD/LEXINGTON CLUB BLVD



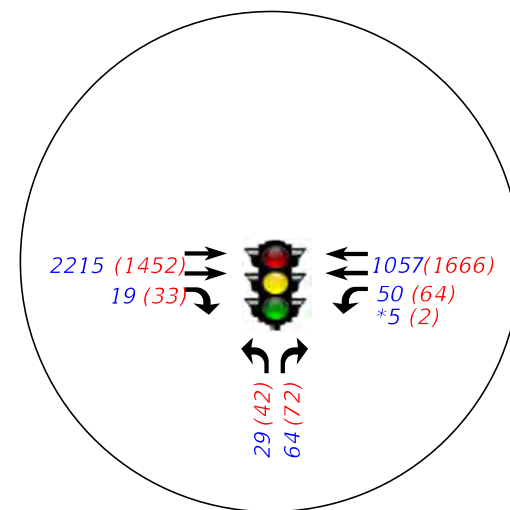
4. SR 806 AND HAGEN RANCH RD



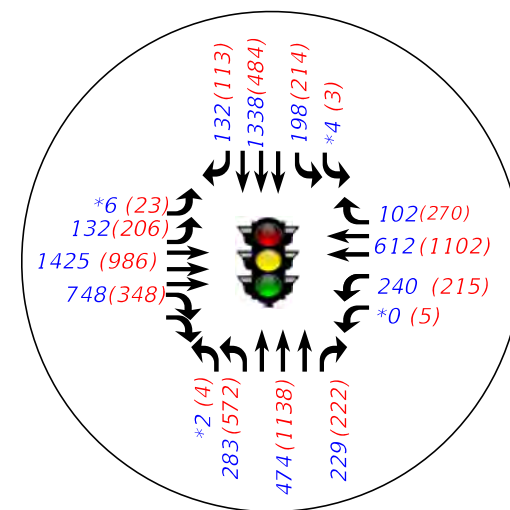
5. SR 806 AND LEGENDS WAY



6. SR 806 AND CUMBERLAND DR



7. SR 806 AND SEVILLE TERRACE



8. SR 806 AND JOG RD

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING LANE GEOMETRY AND TURNING MOVEMENT COUNTS (2018)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 806/ ATLANTIC AVENUE	PALM BEACH	440575-3-22-02		

TMTOOL ANALYSIS

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/29/2020
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	Atlantic Avenue and Florida Turnpike SB Ramps	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:			-	

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	-	CGR
Historic + Model Trend GR =	CGR	CGR	-	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	-	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	-	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		14,400		38,900		-		33,600
NO. YEARS	7	1.112	16,000	1.112	43,300	-	-	1.112	37,400
NO. YEARS	17	1.272	18,300	1.272	49,500	-	-	1.272	42,700
NO. YEARS	27	1.432	20,600	1.432	55,700	-	-	1.432	48,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,398												3,475
9/25/2018	149	-	370	619	900	-	-	-	-	-	1,173	258	
% TURNS:	29%	-	71%	41%	59%	-	-	-	-	-	82%	18%	
P.M.	2-Way Pk Hr Vol: 1,091												3,184
9/25/2018	118	-	124	681	1,054	-	-	-	-	-	1,035	166	
% TURNS:	49%	-	51%	39%	61%	-	-	-	-	-	86%	14%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		RIGHT	EAST LEG		RIGHT	SOUTH LEG		RIGHT	WEST LEG		LEFT
		THRU	LEFT		THRU	LEFT		THRU	LEFT		THRU	LEFT	
A.M.													
2018	29%	-	71%	41%	59%	-	-	-	-	-	82%	18%	
2025	30%	-	69%	40%	60%	-	-	-	-	-	81%	19%	
2035	31%	-	69%	39%	61%	-	-	-	-	-	81%	19%	
2045	32%	-	68%	39%	61%	-	-	-	-	-	80%	20%	
P.M.													
2018	49%	-	51%	39%	61%	-	-	-	-	-	86%	14%	
2025	48%	-	51%	38%	62%	-	-	-	-	-	85%	15%	
2035	48%	-	51%	38%	62%	-	-	-	-	-	84%	15%	
2045	48%	-	51%	38%	62%	-	-	-	-	-	84%	16%	

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	9.7%	7.6%	7.9%	7.4%	-	-	7.4%	7.1%
2025	9.7%	7.6%	7.9%	7.4%	-	-	7.4%	7.1%
2035	9.7%	7.6%	7.9%	7.4%	-	-	7.4%	7.1%
2045	9.7%	7.6%	7.9%	7.4%	-	-	7.4%	7.1%
D FACTOR								
2018	37.2%	22.3%	49.6%	59.9%	-	-	57.7%	50.6%
2025	37.2%	22.3%	49.6%	59.9%	-	-	57.7%	50.6%
2035	37.2%	22.3%	49.6%	59.9%	-	-	57.7%	50.6%
2045	37.2%	22.3%	49.6%	59.9%	-	-	57.7%	50.6%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/29/2020
DESIGN YEAR:	2045		
INTERSECTION:	Atlantic Avenue and Florida Turnpike NB Ramps		

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

- 1 = Compound Growth Throughout All Years
- 2 = Linear Growth Throughout All Years
- 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

2	2	2	2
---	---	---	---

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		13,700		43,100		1,300		38,900
NO. YEARS	7	1.112	15,200	1.112	47,900	1.112	1,400	1.112	43,300
NO. YEARS	17	1.272	17,400	1.272	54,800	1.272	1,700	1.272	49,500
NO. YEARS	27	1.432	19,600	1.432	61,700	1.432	1,900	1.432	55,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,136												
9/25/2018	118	3	693	168	1,394	16	27	6	14	7	1,366	148	3,960
% TURNS:	14%	0%	85%	11%	88%	1%	57%	13%	30%	0%	90%	10%	
P.M.	2-Way Pk Hr Vol: 1,140												
9/25/2018	185	6	624	206	1,557	27	23	1	6	10	1,036	118	3,799
% TURNS:	23%	1%	77%	12%	87%	2%	77%	3%	20%	1%	89%	10%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	14%	0%	85%	11%	88%	1%	57%	13%	30%	0%	90%	10%
2025	18%	0%	82%	12%	87%	1%	56%	13%	31%	1%	88%	11%
2035	19%	1%	81%	12%	86%	1%	56%	13%	31%	1%	88%	11%
2045	20%	1%	80%	13%	86%	1%	55%	13%	32%	1%	87%	12%
P.M.												
2018	23%	1%	77%	12%	87%	2%	77%	3%	20%	1%	89%	10%
2025	25%	1%	74%	13%	86%	2%	74%	4%	22%	1%	88%	11%
2035	26%	1%	73%	13%	85%	2%	73%	5%	23%	1%	87%	12%
2045	27%	1%	72%	14%	85%	2%	71%	5%	23%	1%	87%	12%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	8.3%	8.3%	8.5%	8.1%	5.6%	5.6%	7.8%	7.5%
2025	8.3%	8.3%	8.5%	8.1%	5.6%	5.6%	7.8%	7.5%
2035	8.3%	8.3%	8.5%	8.1%	5.6%	5.6%	7.8%	7.5%
2045	8.3%	8.3%	8.5%	8.1%	5.6%	5.6%	7.8%	7.5%
D FACTOR								
2018	71.7%	71.5%	43.1%	51.5%	64.4%	41.1%	49.9%	40.0%
2025	71.7%	71.5%	43.1%	51.5%	64.4%	41.1%	49.9%	40.0%
2035	71.7%	71.5%	43.1%	51.5%	64.4%	41.1%	49.9%	40.0%
2045	71.7%	71.5%	43.1%	51.5%	64.4%	41.1%	49.9%	40.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 93030000 DATE: 6/29/2020
 FM NO.: 440575-3-22-02 NOTES:
 PROJECT LIMITS: From Turnpike to Jog Road
 DESIGN YEAR: 2045
 INTERSECTION: Atlantic Avenue and Florida Turnpike NB Ramps
 PREPARED BY: Scalar
 FILE:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2018	13,700			43,100			1,300			38,900		
24 HR EST. AADT	2025	15,200			47,900			1,400			43,300		
24 HR EST. AADT	2035	17,400			54,800			1,700			49,500		
24 HR EST. AADT	2045	19,600			61,700			1,900			55,700		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2018	2-WAY ADT	13,700			43,100			1,300			38,900		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		38,900	1,300	43,100	13,700	38,900	1,300	43,100	13,700	38,900	1,300	43,100	13,700
		47%	2%	52%	25%	72%	2%	45%	14%	41%	2%	74%	24%
2025	2-WAY ADT	15,200			47,900			1,400			43,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,300	1,400	47,900	15,200	43,300	1,400	47,900	15,200	43,300	1,400	47,900	15,200
		47%	2%	52%	25%	72%	2%	45%	14%	41%	2%	74%	24%
2035	2-WAY ADT	17,400			54,800			1,700			49,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		49,500	1,700	54,800	17,400	49,500	1,700	54,800	17,400	49,500	1,700	54,800	17,400
		47%	2%	52%	25%	72%	2%	45%	14%	41%	2%	74%	24%
2045	2-WAY ADT	19,600			61,700			1,900			55,700		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,700	1,900	61,700	19,600	55,700	1,900	61,700	19,600	55,700	1,900	61,700	19,600
		47%	2%	52%	25%	72%	2%	45%	14%	41%	2%	74%	24%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2018	EST. TURNS	119	3	692	169	1,396	14	27	6	14	6	1,363	150
2025	EST. TURNS	150	3	759	204	1,531	17	33	7	15	9	1,534	160
2035	EST. TURNS	178	5	858	247	1,749	23	41	10	18	12	1,760	180
2045	EST. TURNS	207	6	962	291	1,954	28	49	11	20	12	1,987	202
2018	EST. TURNS	185	6	623	206	1,555	25	23	1	6	9	1,034	118
2025	EST. TURNS	217	7	689	238	1,720	30	26	2	7	12	1,164	126
2035	EST. TURNS	253	8	781	282	1,967	38	31	4	8	15	1,334	146
2045	EST. TURNS	290	9	879	327	2,203	44	36	5	10	16	1,503	162

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:	CONTROL LINK VOLUMES	814	326	1,140	1,578	2,082	3,660	47	23	70	1,521	1,529	3,050
	2018 TURN SUMMARY	814	326	1,140	1,579	2,082	3,661	47	23	70	1,520	1,529	3,049
CONTROL LINK VOLUMES	2025 TURN SUMMARY	903	357	1,260	1,754	2,316	4,070	51	29	80	1,693	1,697	3,390
	2035 TURN SUMMARY	913	370	1,283	1,752	2,326	4,078	55	29	84	1,702	1,697	3,399
CONTROL LINK VOLUMES	2045 TURN SUMMARY	1,034	406	1,440	2,006	2,654	4,660	61	39	100	1,935	1,945	3,880
	CONTROL LINK VOLUMES	1,040	437	1,477	2,019	2,659	4,678	69	39	108	1,951	1,945	3,896
CONTROL LINK VOLUMES	2045 TURN SUMMARY	1,165	465	1,630	2,259	2,991	5,250	69	41	110	2,178	2,182	4,360
	CONTROL LINK VOLUMES	1,175	505	1,680	2,273	2,998	5,271	80	46	126	2,202	2,182	4,384

DESIGN HOUR P.M.:		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	2018 TURN SUMMARY	815	325	1,140	1,790	1,680	3,470	30	40	70	1,164	1,746	2,910
	CONTROL LINK VOLUMES	813	325	1,138	1,786	1,680	3,466	30	40	70	1,162	1,746	2,908
CONTROL LINK VOLUMES	2025 TURN SUMMARY	904	356	1,260	1,989	1,871	3,860	32	48	80	1,296	1,944	3,240
	CONTROL LINK VOLUMES	913	366	1,279	1,988	1,879	3,867	35	49	84	1,302	1,944	3,246
CONTROL LINK VOLUMES	2035 TURN SUMMARY	1,035	415	1,450	2,276	2,144	4,420	39	61	100	1,481	2,229	3,710
	CONTROL LINK VOLUMES	1,042	432	1,474	2,287	2,146	4,433	43	61	104	1,495	2,229	3,724
CONTROL LINK VOLUMES	2045 TURN SUMMARY	1,166	464	1,630	2,562	2,408	4,970	44	66	110	1,667	2,503	4,170
	CONTROL LINK VOLUMES	1,178	493	1,671	2,573	2,417	4,990	50	69	119	1,680	2,503	4,183

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/29/2020
DESIGN YEAR:	2045		
INTERSECTION:	West Atlantic Avenue and Stone Quarry Boulevard		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		7,400		45,600		2,100		43,100
NO. YEARS	7	1.112	8,200	1.112	50,700	1.112	2,300	1.112	47,900
NO. YEARS	17	1.272	9,400	1.272	58,000	1.272	2,700	1.272	54,800
NO. YEARS	27	1.432	10,600	1.432	65,300	1.432	3,000	1.432	61,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 551												
9/25/2018	203	2	200	83	1,406	19	95	1	76	36	1,789	62	3,972
% TURNS:	50%	0%	49%	6%	93%	1%	55%	1%	44%	2%	95%	3%	
P.M.	2-Way Pk Hr Vol: 518												
9/25/2018	102	1	104	170	1,701	49	27	0	15	17	1,486	141	3,813
% TURNS:	49%	0%	50%	9%	89%	3%	64%	0%	36%	1%	90%	9%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	50%	0%	49%	6%	93%	1%	55%	1%	44%	2%	95%	3%
2025	50%	1%	49%	6%	92%	2%	54%	1%	44%	2%	94%	4%
2035	50%	1%	49%	7%	92%	2%	54%	1%	44%	2%	93%	5%
2045	50%	1%	50%	7%	91%	2%	54%	2%	44%	2%	93%	5%
P.M.												
2018	49%	0%	50%	9%	89%	3%	64%	0%	36%	1%	90%	9%
2025	49%	1%	50%	9%	88%	3%	63%	1%	37%	1%	90%	9%
2035	49%	1%	50%	10%	88%	3%	62%	1%	37%	1%	89%	9%
2045	49%	1%	50%	10%	87%	3%	61%	1%	37%	1%	89%	9%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	7.4%	7.0%	7.9%	7.8%	10.9%	5.2%	8.3%	8.0%
2025	7.4%	7.0%	7.9%	7.8%	10.9%	5.2%	8.3%	8.0%
2035	7.4%	7.0%	7.9%	7.8%	10.9%	5.2%	8.3%	8.0%
2045	7.4%	7.0%	7.9%	7.8%	10.9%	5.2%	8.3%	8.0%
D FACTOR								
2018	73.5%	40.0%	42.0%	54.3%	75.1%	38.5%	52.8%	47.5%
2025	73.5%	40.0%	42.0%	54.3%	75.1%	38.5%	52.8%	47.5%
2035	73.5%	40.0%	42.0%	54.3%	75.1%	38.5%	52.8%	47.5%
2045	73.5%	40.0%	42.0%	54.3%	75.1%	38.5%	52.8%	47.5%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/29/2020
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	West Atlantic Avenue and Hagen Ranch Road	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:			-	

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	-	CGR
Historic + Model Trend GR =	CGR	CGR	-	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	-	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	-	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		15,900		40,500		-		44,200
NO. YEARS	7	1.112	17,700	1.112	45,000	-	-	1.112	49,200
NO. YEARS	17	1.272	20,200	1.272	51,500	-	-	1.272	56,200
NO. YEARS	27	1.432	22,800	1.432	58,000	-	-	1.432	63,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 974												3,637
1/1/2018	409	-	199	72	979	-	-	-	-	-	1,955	292	3,912
% TURNS:	67%	-	33%	7%	93%	-	-	-	-	-	87%	13%	
P.M.	2-Way Pk Hr Vol: 997												3,426
1/1/2018	363	-	131	128	1,505	-	-	-	-	-	1,183	373	3,689
% TURNS:	73%	-	26%	8%	92%	-	-	-	-	-	76%	24%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	67%	-	33%	7%	93%	-	-	-	-	-	87%	13%
2025	66%	-	34%	9%	91%	-	-	-	-	-	85%	15%
2035	65%	-	35%	9%	91%	-	-	-	-	-	85%	15%
2045	65%	-	35%	10%	90%	-	-	-	-	-	84%	16%
P.M.												
2018	73%	-	26%	8%	92%	-	-	-	-	-	76%	24%
2025	71%	-	29%	10%	90%	-	-	-	-	-	76%	24%
2035	71%	-	29%	10%	90%	-	-	-	-	-	75%	24%
2045	70%	-	30%	11%	89%	-	-	-	-	-	75%	25%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	6.1%	6.3%	7.9%	7.3%	-	-	8.2%	7.8%
2025	6.1%	6.3%	7.9%	7.3%	-	-	8.2%	7.8%
2035	6.1%	6.3%	7.9%	7.3%	-	-	8.2%	7.8%
2045	6.1%	6.3%	7.9%	7.3%	-	-	8.2%	7.8%
D FACTOR								
2018	62.5%	49.6%	32.8%	55.4%	-	-	61.8%	45.4%
2025	62.5%	49.6%	32.8%	55.4%	-	-	61.8%	45.4%
2035	62.5%	49.6%	32.8%	55.4%	-	-	61.8%	45.4%
2045	62.5%	49.6%	32.8%	55.4%	-	-	61.8%	45.4%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/30/2020
DESIGN YEAR:	2045		
INTERSECTION:	West Atlantic Avenue and Legends Way		

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		5,600		42,500		2,100		40,500
NO. YEARS	7	1.112	6,200	1.112	47,300	1.112	2,300	1.112	45,000
NO. YEARS	17	1.272	7,100	1.272	54,100	1.272	2,700	1.272	51,500
NO. YEARS	27	1.432	8,000	1.432	60,900	1.432	3,000	1.432	58,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:												
9/25/2018	45	9	55	64	985	42	24	6	13	36	1,991	69	3,339
% TURNS:	41%	8%	50%	6%	90%	4%	56%	14%	30%	2%	95%	3%	
P.M.	2-Way Pk Hr Vol:												
9/25/2018	101	13	117	82	1,479	38	41	11	31	23	1,315	52	3,303
% TURNS:	44%	6%	51%	5%	92%	2%	49%	13%	37%	2%	95%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	41%	8%	50%	6%	90%	4%	56%	14%	30%	2%	95%	3%
2025	42%	8%	50%	6%	90%	4%	55%	13%	32%	2%	94%	4%
2035	42%	8%	50%	7%	90%	4%	55%	13%	32%	2%	94%	4%
2045	42%	7%	50%	7%	89%	4%	55%	13%	33%	2%	93%	5%
P.M.												
2018	44%	6%	51%	5%	92%	2%	49%	13%	37%	2%	95%	4%
2025	44%	5%	51%	6%	92%	3%	49%	13%	38%	2%	94%	4%
2035	44%	5%	51%	6%	91%	3%	49%	12%	38%	2%	93%	5%
2045	44%	5%	51%	6%	91%	3%	49%	12%	39%	2%	93%	5%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	4.4%	6.7%	7.4%	7.2%	6.2%	7.5%	7.8%	7.4%
2025	4.4%	6.7%	7.4%	7.2%	6.2%	7.5%	7.8%	7.4%
2035	4.4%	6.7%	7.4%	7.2%	6.2%	7.5%	7.8%	7.4%
2045	4.4%	6.7%	7.4%	7.2%	6.2%	7.5%	7.8%	7.4%
D FACTOR								
2018	44.0%	61.4%	34.5%	52.1%	33.1%	52.9%	66.8%	46.3%
2025	44.0%	61.4%	34.5%	52.1%	33.1%	52.9%	66.8%	46.3%
2035	44.0%	61.4%	34.5%	52.1%	33.1%	52.9%	66.8%	46.3%
2045	44.0%	61.4%	34.5%	52.1%	33.1%	52.9%	66.8%	46.3%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/30/2020
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	West Atlantic Avenue and Cumberland Drive	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:			-	

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	-	CGR
Historic + Model Trend GR =	CGR	CGR	-	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	-	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	- CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		1,800		42,600		-		39,900
NO. YEARS	7	1.112	2,000	1.112	47,400	-	-	1.112	44,400
NO. YEARS	17	1.272	2,300	1.272	54,200	-	-	1.272	50,800
NO. YEARS	27	1.432	2,600	1.432	61,000	-	-	1.432	57,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 150												3,093
9/25/2018	25	-	37	25	1,019	-	-	-	-	-	1,986	61	3,159
% TURNS:	40%	-	59%	2%	98%	-	-	-	-	-	97%	3%	
P.M.	2-Way Pk Hr Vol: 176												2,926
9/25/2018	35	-	46	29	1,519	-	-	-	-	-	1,306	64	3,005
% TURNS:	43%	-	56%	2%	98%	-	-	-	-	-	95%	5%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	40%	-	59%	2%	98%	-	-	-	-	-	97%	3%
2025	41%	-	58%	3%	97%	-	-	-	-	-	97%	3%
2035	41%	-	58%	3%	97%	-	-	-	-	-	97%	3%
2045	41%	-	58%	3%	97%	-	-	-	-	-	97%	3%
P.M.												
2018	43%	-	56%	2%	98%	-	-	-	-	-	95%	5%
2025	43%	-	56%	2%	98%	-	-	-	-	-	95%	5%
2035	43%	-	56%	2%	98%	-	-	-	-	-	95%	5%
2045	44%	-	55%	2%	98%	-	-	-	-	-	95%	5%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	8.3%	9.8%	7.2%	6.8%	-	-	7.8%	7.3%
2025	8.3%	9.8%	7.2%	6.8%	-	-	7.8%	7.3%
2035	8.3%	9.8%	7.2%	6.8%	-	-	7.8%	7.3%
2045	8.3%	9.8%	7.2%	6.8%	-	-	7.8%	7.3%
D FACTOR								
2018	42.0%	46.6%	34.1%	53.4%	-	-	66.2%	46.9%
2025	42.0%	46.6%	34.1%	53.4%	-	-	66.2%	46.9%
2035	42.0%	46.6%	34.1%	53.4%	-	-	66.2%	46.9%
2045	42.0%	46.6%	34.1%	53.4%	-	-	66.2%	46.9%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/30/2020
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	West Atlantic Avenue and Seville Terrace	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	-			

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	- CGR	CGR	CGR	CGR
Historic + Model Trend GR =	- CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	- CGR	CGR	CGR	CGR
Recommended Growth Rate:	- CGR	1.60% CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018	-	-	2	46,700	2	2,600	2	42,600
NO. YEARS	7	-	-	1.112	51,900	1.112	2,900	1.112	47,400
NO. YEARS	17	-	-	1.272	59,400	1.272	3,300	1.272	54,200
NO. YEARS	27	-	-	1.432	66,900	1.432	3,700	1.432	61,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: -												3,322
9/25/2018	-	-	-	-	1,057	55	64	-	29	19	2,215	-	3,445
% TURNS:	-	-	-	-	95%	5%	68%	-	31%	1%	99%	-	
P.M.	2-Way Pk Hr Vol: -												3,195
9/25/2018	-	-	-	-	1,666	66	72	-	42	33	1,452	-	3,337
% TURNS:	-	-	-	-	96%	4%	63%	-	37%	2%	98%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		RIGHT	EAST LEG		RIGHT	SOUTH LEG		RIGHT	WEST LEG		LEFT
		THRU	LEFT		THRU	LEFT		THRU	LEFT		THRU	LEFT	
A.M.													
2018	-	-	-	-	95%	5%	68%	-	31%	1%	99%	-	
2025	-	-	-	-	95%	5%	66%	-	33%	1%	99%	-	
2035	-	-	-	-	95%	5%	66%	-	33%	1%	99%	-	
2045	-	-	-	-	95%	5%	65%	-	34%	2%	98%	-	
P.M.													
2018	-	-	-	-	96%	4%	63%	-	37%	2%	98%	-	
2025	-	-	-	-	96%	4%	62%	-	38%	3%	97%	-	
2035	-	-	-	-	96%	4%	61%	-	38%	3%	97%	-	
2045	-	-	-	-	96%	4%	61%	-	38%	3%	97%	-	

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	-	-	7.3%	7.0%	6.5%	8.3%	7.8%	7.5%
2025	-	-	7.3%	7.0%	6.5%	8.3%	7.8%	7.5%
2035	-	-	7.3%	7.0%	6.5%	8.3%	7.8%	7.5%
2045	-	-	7.3%	7.0%	6.5%	8.3%	7.8%	7.5%
D FACTOR								
2018	-	-	32.8%	53.2%	55.6%	53.5%	67.3%	46.5%
2025	-	-	32.8%	53.2%	55.6%	53.5%	67.3%	46.5%
2035	-	-	32.8%	53.2%	55.6%	53.5%	67.3%	46.5%
2045	-	-	32.8%	53.2%	55.6%	53.5%	67.3%	46.5%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	93030000	PREPARED BY:	Scalar
FM NO.:	440575-3-22-02	FILE:	
PROJECT LIMITS:	From Turnpike to Jog Road	DATE:	6/30/2020
DESIGN YEAR:	2045		
INTERSECTION:	West Atlantic Avenue and Jog Road		

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.60% CGR	1.60% CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2018		30,100		39,800		42,700		46,700
NO. YEARS	7	1.112	33,500	1.112	44,300	1.112	47,500	1.112	51,900
NO. YEARS	17	1.272	38,300	1.272	50,600	1.272	54,300	1.272	59,400
NO. YEARS	27	1.432	43,100	1.432	57,000	1.432	61,100	1.432	66,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 2,386												
9/25/2018	132	1,338	202	102	612	240	229	474	285	748	1,425	138	5,925
% TURNS:	8%	80%	12%	11%	64%	25%	23%	48%	29%	32%	62%	6%	
P.M.	2-Way Pk Hr Vol: 2,451												
9/25/2018	113	484	217	270	1,102	220	222	1,138	576	348	986	229	5,905
% TURNS:	14%	59%	27%	17%	69%	14%	11%	59%	30%	22%	63%	15%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

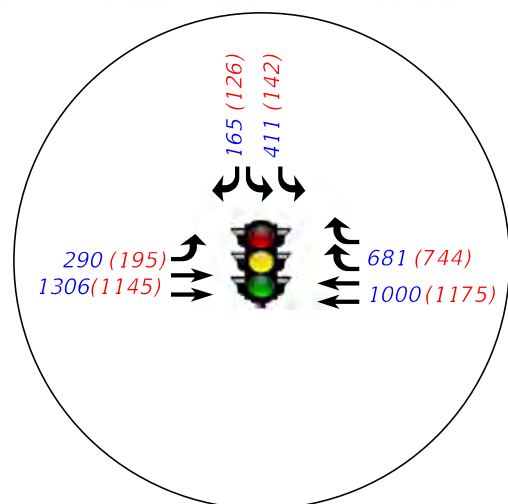
SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2018	8%	80%	12%	11%	64%	25%	23%	48%	29%	32%	62%	6%
2025	11%	75%	14%	12%	62%	26%	24%	46%	30%	33%	59%	8%
2035	11%	74%	14%	13%	61%	26%	25%	45%	30%	33%	58%	9%
2045	13%	72%	15%	13%	60%	27%	25%	44%	31%	33%	57%	9%
P.M.												
2018	14%	59%	27%	17%	69%	14%	11%	59%	30%	22%	63%	15%
2025	16%	57%	27%	18%	66%	16%	14%	55%	31%	24%	60%	16%
2035	17%	56%	27%	18%	65%	17%	14%	55%	31%	24%	60%	16%
2045	18%	55%	27%	18%	64%	17%	15%	53%	31%	25%	58%	17%

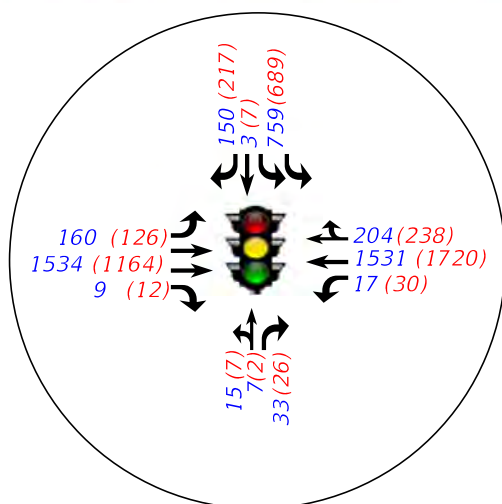
K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2018	7.9%	8.1%	7.1%	7.6%	7.8%	7.0%	7.2%	7.2%
2025	7.9%	8.1%	7.1%	7.6%	7.8%	7.0%	7.2%	7.2%
2035	7.9%	8.1%	7.1%	7.6%	7.8%	7.0%	7.2%	7.2%
2045	7.9%	8.1%	7.1%	7.6%	7.8%	7.0%	7.2%	7.2%
D FACTOR								
2018	70.1%	33.2%	34.0%	52.8%	29.8%	64.8%	69.2%	46.6%
2025	70.1%	33.2%	34.0%	52.8%	29.8%	64.8%	69.2%	46.6%
2035	70.1%	33.2%	34.0%	52.8%	29.8%	64.8%	69.2%	46.6%
2045	70.1%	33.2%	34.0%	52.8%	29.8%	64.8%	69.2%	46.6%

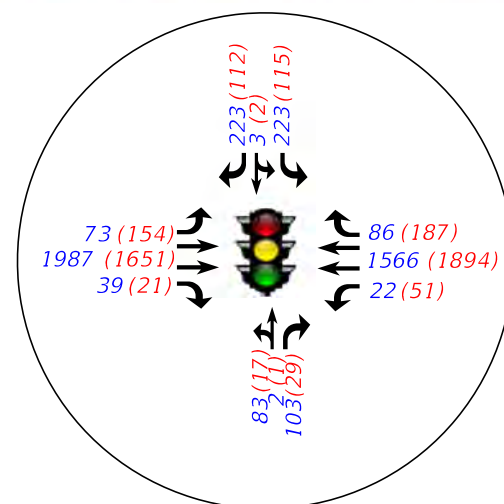
**FUTURE TURNING MOVEMENT
VOLUMES and TRAFFIC BALANCING
(2025 and 2045)**



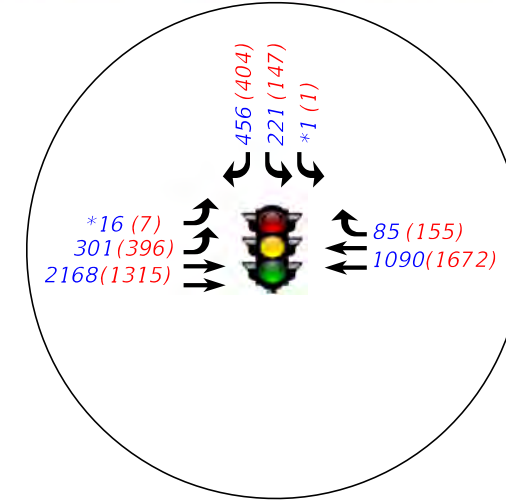
1. SR 806 AND FL TURNPIKE SB RAMPS



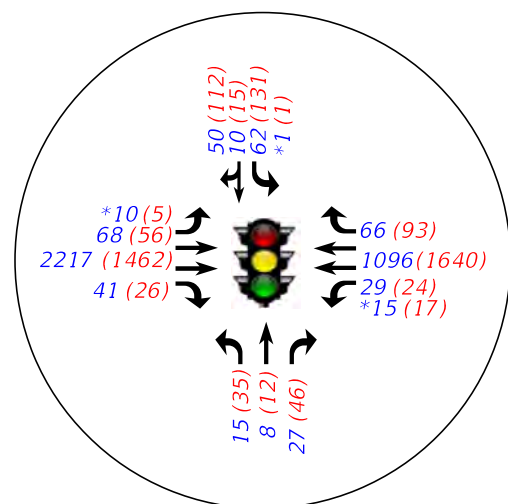
2. SR 806 AND FL TURNPIKE NB RAMPS/
TRANQUILITY LAKE DR



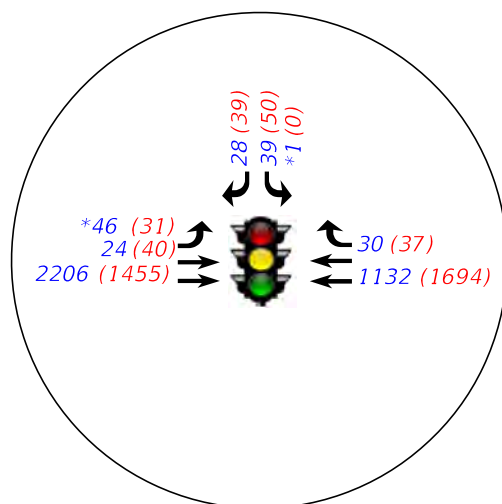
3. SR 806 AND STONE QUARRY BLVD/
LEXINGTON CLUB BLVD



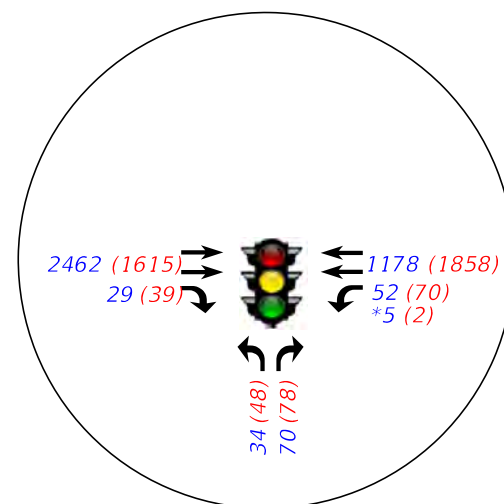
4. SR 806 AND HAGEN RANCH RD



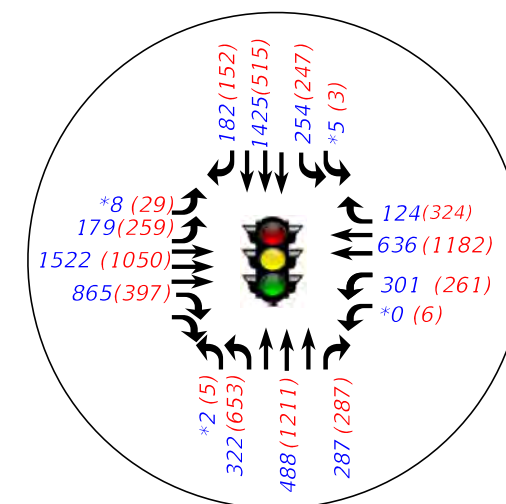
5. SR 806 AND LEGENDS WAY



6. SR 806 AND CUMBERLAND DR

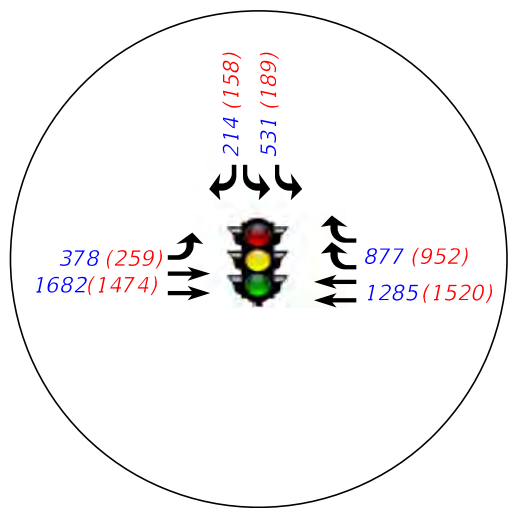


7. SR 806 AND SEVILLE TERRACE

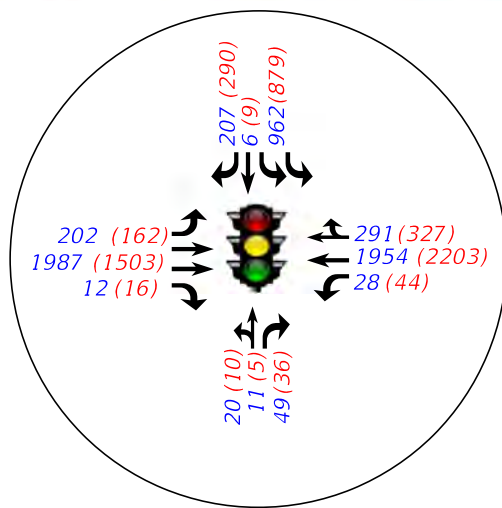


8. SR 806 AND JOG RD

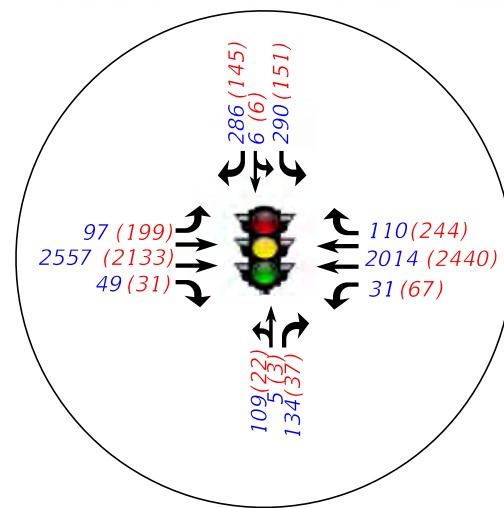
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2025 TURNING MOVEMENT VOLUMES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 806/ ATLANTIC AVENUE	PALM BEACH	440575-3-22-02		



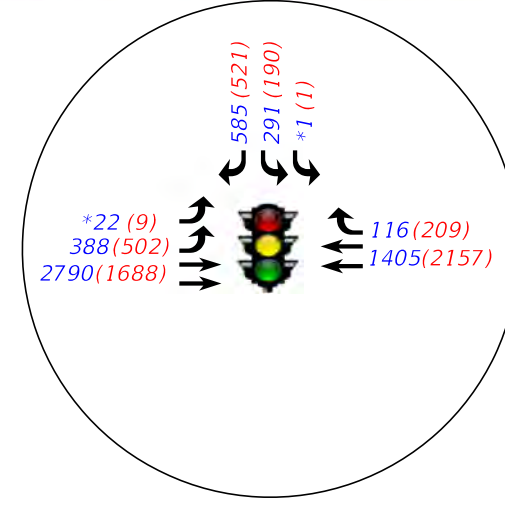
1. SR 806 AND FL TURNPIKE SB RAMPS



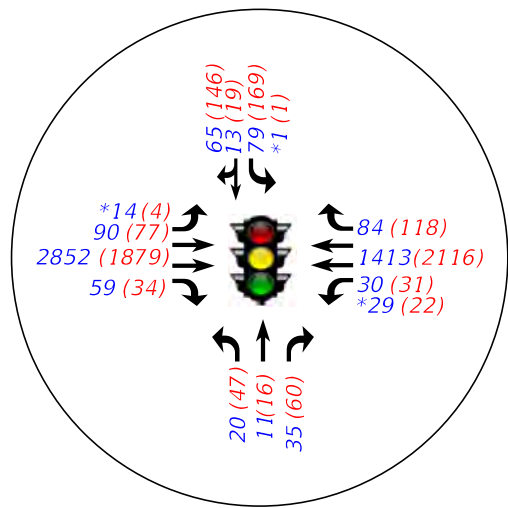
2. SR 806 AND FL TURNPIKE NB RAMPS/
TRANQUILITY LAKE DR



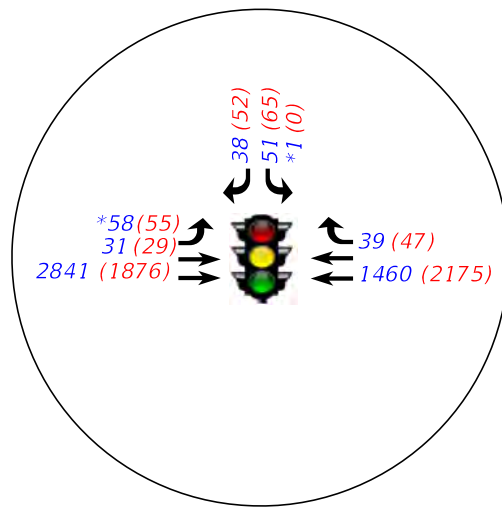
3. SR 806 AND STONE QUARRY BLVD/
LEXINGTON CLUB BLVD



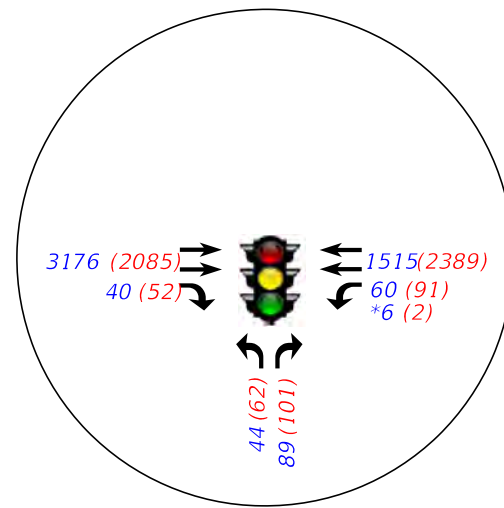
4. SR 806 AND HAGEN RANCH RD



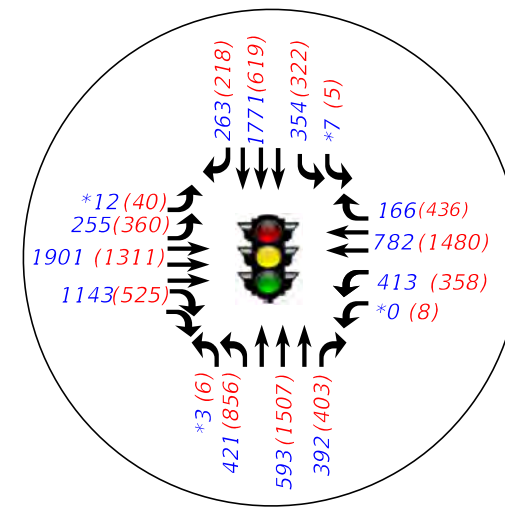
5. SR 806 AND LEGENDS WAY



6. SR 806 AND CUMBERLAND DR



7. SR 806 AND SEVILLE TERRACE



8. SR 806 AND JOG RD

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

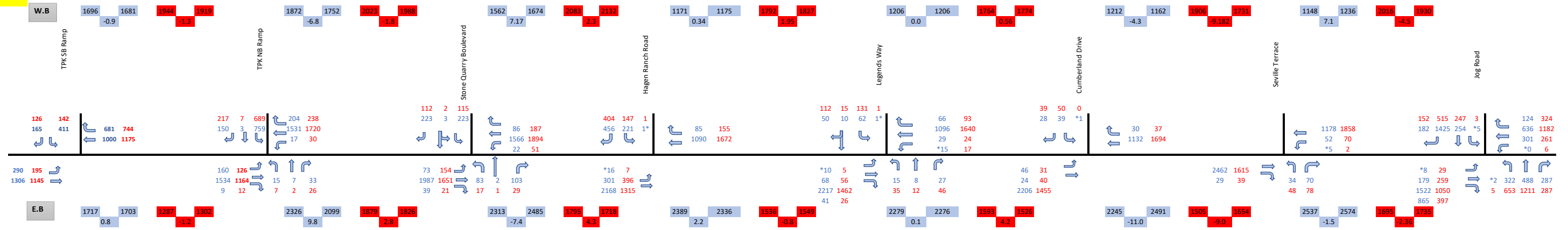
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO. SR 806/ ATLANTIC AVENUE	COUNTY PALM BEACH	FINANCIAL PROJECT ID 440575-3-22-02

2045 TURNING MOVEMENT VOLUMES

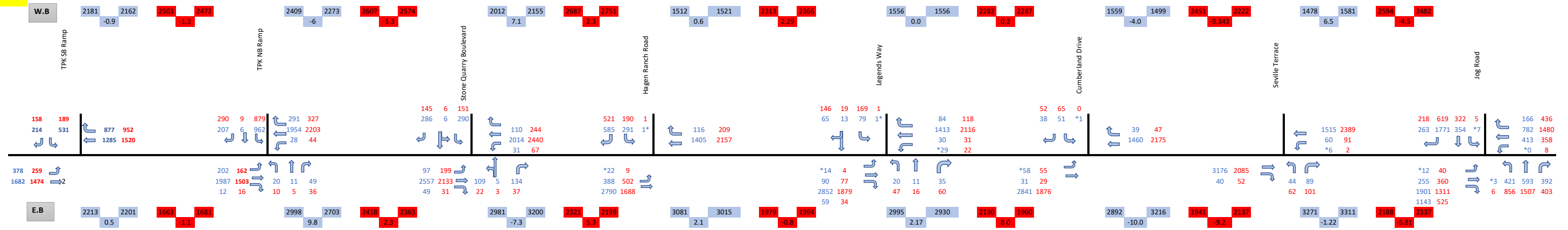
SHEET NO.

Traffic Balancing for 2025 & 2045_Atlantic Avenue (SR 806) PD&E Study from Turnpike to Jog Road

2025



2045



Legend:
■ PM Peak
■ AM Peak
* U-Turn

From: [Phan, Trang](#)
To: [Estrada, Alexander](#)
Cc: [John Scarlatos](#); [Aniruddha Gotmare, P.E.](#); [Ehsan Doustmohammadi](#)
Subject: RE: Atlantic Avenue PD&E Study - Future Traffic Volume Development Memo
Date: Thursday, August 27, 2020 3:22:55 PM
Attachments: [image002.png](#)
[image003.png](#)

Thanks, Alex. I have no further questions,

Thank you,

Trang Phan

Planning Specialist
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, Florida 33309

☎ (954) 777-4294

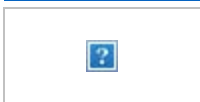
✉ Trang.Phan@dot.state.fl.us

-
Working remotely Mon. – Thurs.: 7:30am – 4:30pm; Fri.: 7:30am to 12:30am

From: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>
Sent: Tuesday, August 25, 2020 1:07 PM
To: Phan, Trang <Trang.Phan@dot.state.fl.us>
Cc: John Scarlatos <jscarlatos@scalarinc.net>; Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>;
Doustmohammadi, Ehsan <edoustmohammadi@scalarinc.net>
Subject: FW: Atlantic Avenue PD&E Study - Future Traffic Volume Development Memo

Trang please see the revised future volumes attached.

Alexander Estrada, P.E.
Consultant Management
Florida Department of Transportation District 4
3400 West Commercial Blvd
Ft. Lauderdale, FL 33309
Office: (954)-777-4319
Alexander.Estrada@dot.state.fl.us



From: John Scarlatos <jscarlatos@scalarinc.net>
Sent: Tuesday, August 25, 2020 12:04
To: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>
Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Doustmohammadi, Ehsan

<edoustmohammadi@scalarinc.net>

Subject: Atlantic Avenue PD&E Study - Future Traffic Volume Development Memo

EXTERNAL SENDER: Use caution with links and attachments.

Alex,

Attached is the revised Future Traffic Volume Development Memo and comment-response matrix for final review/approval.

Regards,

John Scarlatos
Transportation Planning Manager



5713 Corporate Way
Suite 200

West Palm Beach, FL 33407

Ph.: (561) 429-5065, ext. 232

www.scalargroupinc.com

West Palm Beach | Tampa | Orlando | Pensacola

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APPENDIX G

No-Build Alternative Synchro Reports (Opening Year 2025 and Design Year 2045)

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

No Build 2025 AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	290	1306	1000	681	411	165
Future Volume (vph)	290	1306	1000	681	411	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	305	1375	1053	717	433	174
RTOR Reduction (vph)	0	0	0	47	0	9
Lane Group Flow (vph)	305	1375	1053	670	433	165
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases		6	2		4	
Actuated Green, G (s)	40.4	121.8	73.4	106.6	26.2	72.6
Effective Green, g (s)	40.4	121.8	73.4	106.6	26.2	72.6
Actuated g/C Ratio	0.25	0.76	0.46	0.67	0.16	0.45
Clearance Time (s)	7.0	6.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	442	2668	1607	1838	556	711
v/s Ratio Prot	c0.17	0.39	c0.30	0.24	c0.13	0.11
v/s Ratio Perm						
v/c Ratio	0.69	0.52	0.66	0.36	0.78	0.23
Uniform Delay, d1	54.1	7.5	33.5	11.8	64.1	26.7
Progression Factor	1.00	1.00	0.16	0.16	1.00	1.00
Incremental Delay, d2	4.6	0.7	1.6	0.0	6.2	0.1
Delay (s)	58.7	8.2	6.9	1.9	70.3	26.7
Level of Service	E	A	A	A	E	C
Approach Delay (s)		17.4	4.9		57.8	
Approach LOS		B	A		E	
























Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

No Build 2025 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1534	9	17	1531	204	15	7	33	759	3	150
Future Volume (veh/h)	160	1534	9	17	1531	204	15	7	33	759	3	150
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	168	1615	9	18	1612	215	16	7	35	799	3	158
Adj No. of Lanes	1	2	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	216	1896	848	220	2487	774	66	21	54	955	579	492
Arrive On Green	0.12	1.00	1.00	0.01	0.49	0.49	0.03	0.03	0.03	0.24	0.31	0.31
Sat Flow, veh/h	1757	3505	1568	1757	5036	1568	807	612	1568	3408	1845	1568
Grp Volume(v), veh/h	168	1615	9	18	1612	215	23	0	35	799	3	158
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1679	1568	1420	0	1568	1704	1845	1568
Q Serve(g_s), s	7.7	0.0	0.0	0.8	38.1	12.9	1.6	0.0	3.5	35.0	0.2	12.3
Cycle Q Clear(g_c), s	7.7	0.0	0.0	0.8	38.1	12.9	2.4	0.0	3.5	35.0	0.2	12.3
Prop In Lane	1.00		1.00	1.00		1.00	0.70		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1896	848	220	2487	774	87	0	54	955	579	492
V/C Ratio(X)	0.78	0.85	0.01	0.08	0.65	0.28	0.26	0.00	0.64	0.84	0.01	0.32
Avail Cap(c_a), veh/h	274	1896	848	317	2487	774	184	0	167	1089	784	666
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	0.0	19.6	30.1	23.8	75.6	0.0	76.3	53.4	37.7	41.9
Incr Delay (d2), s/veh	6.2	4.1	0.0	0.1	1.3	0.9	0.6	0.0	4.7	4.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.1	0.0	0.4	17.9	5.7	1.0	0.0	1.6	17.0	0.1	5.4
LnGrp Delay(d),s/veh	33.1	4.1	0.0	19.7	31.5	24.6	76.2	0.0	80.9	58.0	37.7	42.0
LnGrp LOS	C	A	A	B	C	C	E		F	E	D	D
Approach Vol, veh/h		1792			1845			58			960	
Approach Delay, s/veh		6.8			30.6			79.1			55.3	
Approach LOS		A			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	86.0	44.7	12.5	9.2	93.6		57.2				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	15.0	56.0	44.5	17.0	11.0	60.0		68.0				
Max Q Clear Time (g_c+I1), s	9.7	40.1	37.0	5.5	2.8	2.0		14.3				
Green Ext Time (p_c), s	0.1	12.2	1.2	0.1	0.0	28.1		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			27.1									
HCM 2010 LOS			C									

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

No Build 2025 AM Peak



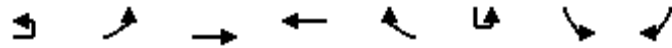
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1987	39	22	1566	86	83	2	103	223	3	223
Future Volume (vph)	73	1987	39	22	1566	86	83	2	103	223	3	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568		1759	1568	1665	1671	1568
Flt Permitted	0.07	1.00	1.00	0.04	1.00	1.00		0.64	1.00	0.51	0.49	1.00
Satd. Flow (perm)	128	3505	1568	75	3505	1568		1185	1568	897	856	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	2092	41	23	1648	91	87	2	108	235	3	235
RTOR Reduction (vph)	0	0	15	0	0	35	0	0	97	0	0	20
Lane Group Flow (vph)	77	2092	26	23	1648	56	0	89	11	120	118	215
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8		8
Actuated Green, G (s)	110.3	102.5	102.5	101.5	98.1	98.1		16.4	16.4	33.1	33.1	40.9
Effective Green, g (s)	110.3	102.5	102.5	101.5	98.1	98.1		16.4	16.4	33.1	33.1	40.9
Actuated g/C Ratio	0.69	0.64	0.64	0.63	0.61	0.61		0.10	0.10	0.21	0.21	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	167	2245	1004	83	2149	961		121	160	246	241	469
v/s Ratio Prot	0.02	c0.60		0.01	0.47					0.04	0.04	c0.02
v/s Ratio Perm	0.30		0.02	0.17		0.04		c0.08	0.01	0.06	0.06	0.11
v/c Ratio	0.46	0.93	0.03	0.28	0.77	0.06		0.74	0.07	0.49	0.49	0.46
Uniform Delay, d1	21.2	25.6	10.5	31.7	22.6	12.4		69.7	64.9	54.3	56.0	50.2
Progression Factor	1.85	0.91	1.00	1.06	1.40	3.48		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	5.2	0.0	0.5	2.2	0.1		18.0	0.1	1.5	0.6	0.3
Delay (s)	39.7	28.5	10.5	34.1	33.9	43.3		87.7	65.0	55.9	56.6	50.5
Level of Service	D	C	B	C	C	D		F	E	E	E	D
Approach Delay (s)		28.5			34.4			75.2			53.4	
Approach LOS		C			C			E			D	

Intersection Summary		
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.88	D
Actuated Cycle Length (s)	160.0	Sum of lost time (s)
Intersection Capacity Utilization	85.3%	25.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 16: Hagen Ranch Rd

No Build 2025 AM Peak

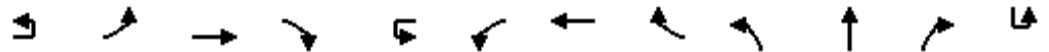


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔↔	↕↕	↕↕	↗		↔↔	↗
Traffic Volume (vph)	16	301	2168	1090	85	1	221	456
Future Volume (vph)	16	301	2168	1090	85	1	221	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	3505	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	3505	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	317	2282	1147	89	1	233	480
RTOR Reduction (vph)	0	0	0	0	44	0	0	21
Lane Group Flow (vph)	0	334	2282	1147	45	0	234	459
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		20.2	108.2	81.0	81.0		37.8	65.0
Effective Green, g (s)		20.2	108.2	81.0	81.0		37.8	65.0
Actuated g/C Ratio		0.13	0.68	0.51	0.51		0.24	0.41
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		429	2370	1774	793		803	637
v/s Ratio Prot		0.10	c0.65	0.33	0.03			
v/s Ratio Perm							0.07	c0.29
v/c Ratio		0.78	0.96	0.65	0.06		0.29	0.72
Uniform Delay, d1		67.7	24.0	29.0	20.1		50.1	39.9
Progression Factor		0.92	1.30	0.56	0.60		1.00	1.00
Incremental Delay, d2		5.0	8.1	1.7	0.1		0.1	3.4
Delay (s)		67.5	39.4	17.9	12.3		50.2	43.3
Level of Service		E	D	B	B		D	D
Approach Delay (s)			43.0	17.5			45.6	
Approach LOS			D	B			D	
Intersection Summary								
HCM 2000 Control Delay			36.5		HCM 2000 Level of Service			D
HCM 2000 Volume to Capacity ratio			0.97					
Actuated Cycle Length (s)			160.0		Sum of lost time (s)			21.0
Intersection Capacity Utilization			84.9%		ICU Level of Service			E
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

No Build 2025 AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗		↔	↕	↗	↖	↕	↗	
Traffic Volume (vph)	10	68	2217	41	15	29	1096	66	15	8	27	1
Future Volume (vph)	10	68	2217	41	15	29	1096	66	15	8	27	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	3505	1568		1758	3505	1568	1752	1845	1568	
Flt Permitted		0.22	1.00	1.00		0.03	1.00	1.00	0.72	1.00	1.00	
Satd. Flow (perm)		402	3505	1568		61	3505	1568	1319	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	72	2334	43	16	31	1154	69	16	8	28	1
RTOR Reduction (vph)	0	0	0	10	0	0	0	17	0	0	26	0
Lane Group Flow (vph)	0	83	2334	33	0	47	1154	52	16	8	2	0
Heavy Vehicles (%)	3%	3%	3%	3%	2%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		128.8	123.0	123.0		126.2	121.7	121.7	12.0	12.0	12.0	
Effective Green, g (s)		128.8	123.0	123.0		126.2	121.7	121.7	12.0	12.0	12.0	
Actuated g/C Ratio		0.81	0.77	0.77		0.79	0.76	0.76	0.08	0.08	0.08	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		372	2694	1205		95	2665	1192	98	138	117	
v/s Ratio Prot		0.01	c0.67			c0.01	0.33			0.00		
v/s Ratio Perm		0.17		0.02		0.37		0.03	0.01		0.00	
v/c Ratio		0.22	0.87	0.03		0.49	0.43	0.04	0.16	0.06	0.02	
Uniform Delay, d1		3.9	12.8	4.4		27.0	6.8	4.7	69.3	68.7	68.5	
Progression Factor		0.51	0.21	0.07		1.56	1.30	2.14	1.00	1.00	1.00	
Incremental Delay, d2		0.0	1.7	0.0		1.4	0.5	0.1	0.3	0.1	0.0	
Delay (s)		2.0	4.5	0.3		43.4	9.3	10.2	69.6	68.8	68.6	
Level of Service		A	A	A		D	A	B	E	E	E	
Approach Delay (s)			4.3				10.6			68.9		
Approach LOS			A				B			E		
Intersection Summary												
HCM 2000 Control Delay			9.6				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			90.0%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

No Build 2025 AM Peak

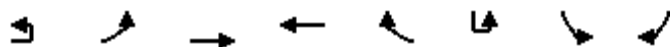


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	62	10	50
Future Volume (vph)	62	10	50
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.88	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1616	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1388	1616	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	65	11	53
RTOR Reduction (vph)	0	49	0
Lane Group Flow (vph)	66	15	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Actuated Green, G (s)	12.0	12.0	
Effective Green, g (s)	12.0	12.0	
Actuated g/C Ratio	0.08	0.08	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	104	121	
v/s Ratio Prot		0.01	
v/s Ratio Perm	c0.05		
v/c Ratio	0.63	0.12	
Uniform Delay, d1	71.9	69.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	9.0	0.2	
Delay (s)	80.8	69.3	
Level of Service	F	E	
Approach Delay (s)		75.1	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

No Build 2025 AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↕	↕	↗		↔	↗
Traffic Volume (vph)	46	24	2206	1132	30	1	39	28
Future Volume (vph)	46	24	2206	1132	30	1	39	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00		1.00	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1752	3505	3505	1568		1752	1568
Flt Permitted		0.20	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		376	3505	3505	1568		1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	25	2322	1192	32	1	41	29
RTOR Reduction (vph)	0	0	0	0	7	0	0	28
Lane Group Flow (vph)	0	73	2322	1192	25	0	42	1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot	Prot
Protected Phases	1	1	6	2		8	8	8
Permitted Phases	6	6	6		2			
Actuated Green, G (s)		139.1	139.1	125.7	125.7		7.9	7.9
Effective Green, g (s)		139.1	139.1	125.7	125.7		7.9	7.9
Actuated g/C Ratio		0.87	0.87	0.79	0.79		0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0		3.0	3.0
Lane Grp Cap (vph)		381	3047	2753	1231		86	77
v/s Ratio Prot		0.01	c0.66	0.34			c0.02	0.00
v/s Ratio Perm		0.16			0.02			
v/c Ratio		0.19	0.76	0.43	0.02		0.49	0.02
Uniform Delay, d1		2.7	4.0	5.6	3.7		74.1	72.4
Progression Factor		1.39	2.62	0.41	0.56		1.00	1.00
Incremental Delay, d2		0.1	1.0	0.4	0.0		4.3	0.1
Delay (s)		3.9	11.6	2.7	2.1		78.4	72.5
Level of Service		A	B	A	A		E	E
Approach Delay (s)			11.4	2.7			76.0	
Approach LOS			B	A			E	

Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

No Build 2025 AM Peak



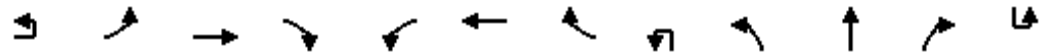
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	2462	29	5	52	1178	34	70
Future Volume (vph)	2462	29	5	52	1178	34	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1568		1752	3505	1752	1568
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3505	1568		55	3505	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	2592	31	3	27	1736	36	74
RTOR Reduction (vph)	0	2	0	0	0	0	70
Lane Group Flow (vph)	2592	29	0	30	1736	36	4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2			
Actuated Green, G (s)	127.0	127.0		137.7	137.7	8.8	8.8
Effective Green, g (s)	127.0	127.0		137.7	137.7	8.8	8.8
Actuated g/C Ratio	0.79	0.79		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2782	1244		86	3016	96	86
v/s Ratio Prot	c0.74			0.01	c0.50	c0.02	0.00
v/s Ratio Perm		0.02		0.29			
v/c Ratio	0.93	0.02		0.35	0.58	0.38	0.05
Uniform Delay, d1	13.1	3.5		39.7	3.1	72.9	71.6
Progression Factor	0.51	0.51		2.81	0.66	1.00	1.00
Incremental Delay, d2	5.5	0.0		2.3	0.8	2.5	0.2
Delay (s)	12.2	1.8		113.6	2.8	75.4	71.9
Level of Service	B	A		F	A	E	E
Approach Delay (s)	12.1				4.7	73.0	
Approach LOS	B				A	E	

Intersection Summary

HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

No Build 2025 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↘ ↙	↑ ↑ ↑	↗ ↘	↘ ↙	↑ ↑	↗		↘ ↙	↑ ↑ ↑	↗	
Traffic Volume (vph)	8	179	1522	865	301	636	124	2	322	488	287	5
Future Volume (vph)	8	179	1522	865	301	636	124	2	322	488	287	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.97	0.91	0.88	0.97	0.95	1.00		0.97	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3400	5036	2760	3400	3505	1547		3400	5036	1568	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3400	5036	2760	3400	3505	1547		3400	5036	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	188	1602	911	317	669	131	2	339	514	302	5
RTOR Reduction (vph)	0	0	0	338	0	0	83	0	0	0	125	0
Lane Group Flow (vph)	0	196	1602	573	317	669	48	0	341	514	177	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		11.8	53.5	53.5	17.5	59.2	59.2		18.2	42.7	42.7	
Effective Green, g (s)		11.8	53.5	53.5	17.5	59.2	59.2		18.2	42.7	42.7	
Actuated g/C Ratio		0.07	0.33	0.33	0.11	0.37	0.37		0.11	0.27	0.27	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		250	1683	922	371	1296	572		386	1343	418	
v/s Ratio Prot		0.06	c0.32		c0.09	c0.19			c0.10	0.10		
v/s Ratio Perm				0.21			0.03					0.11
v/c Ratio		0.78	0.95	0.62	0.85	0.52	0.08		0.88	0.38	0.42	
Uniform Delay, d1		72.8	52.0	44.7	70.0	39.2	32.8		69.9	47.9	48.5	
Progression Factor		1.10	1.03	1.14	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		7.2	6.7	0.6	17.2	1.5	0.3		20.5	0.2	0.7	
Delay (s)		87.7	60.4	51.5	87.2	40.7	33.1		90.4	48.1	49.2	
Level of Service		F	E	D	F	D	C		F	D	D	
Approach Delay (s)			59.4			53.0				60.8		
Approach LOS			E			D				E		
Intersection Summary												
HCM 2000 Control Delay			73.2			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			99.1%			ICU Level of Service				F		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

No Build 2025 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	254	1425	182
Future Volume (vph)	254	1425	182
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frbp, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	267	1500	192
RTOR Reduction (vph)	0	0	141
Lane Group Flow (vph)	272	1500	51
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	17.8	42.3	42.3
Effective Green, g (s)	17.8	42.3	42.3
Actuated g/C Ratio	0.11	0.26	0.26
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	378	1331	414
v/s Ratio Prot	0.08	c0.30	
v/s Ratio Perm			0.03
v/c Ratio	0.72	1.13	0.12
Uniform Delay, d1	68.7	58.9	44.7
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	6.4	67.3	0.1
Delay (s)	75.1	126.2	44.9
Level of Service	E	F	D
Approach Delay (s)		111.2	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

No Build 2025 PM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	1145	1175	744	142	126
Future Volume (vph)	195	1145	1175	744	142	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	1205	1237	783	149	133
RTOR Reduction (vph)	0	0	0	55	0	14
Lane Group Flow (vph)	205	1205	1237	728	149	119
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases						
Actuated Green, G (s)	26.8	142.3	108.5	130.2	14.7	47.5
Effective Green, g (s)	26.8	142.3	108.5	130.2	14.7	47.5
Actuated g/C Ratio	0.16	0.84	0.64	0.77	0.09	0.28
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	276	2933	2237	2113	294	438
v/s Ratio Prot	c0.12	0.34	c0.35	0.26	c0.04	0.08
v/s Ratio Perm						
v/c Ratio	0.74	0.41	0.55	0.34	0.51	0.27
Uniform Delay, d1	68.3	3.4	17.2	6.3	74.2	47.8
Progression Factor	1.00	1.00	0.29	0.39	1.00	1.00
Incremental Delay, d2	10.3	0.4	0.8	0.0	0.5	0.1
Delay (s)	78.6	3.9	5.8	2.5	74.7	47.9
Level of Service	E	A	A	A	E	D
Approach Delay (s)		14.7	4.5		62.1	
Approach LOS		B	A		E	
Intersection Summary						
HCM 2000 Control Delay			12.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization			65.0%		ICU Level of Service	C
Analysis Period (min)			15			

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

No Build 2025 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1164	12	30	1720	238	7	2	26	689	7	217
Future Volume (veh/h)	126	1164	12	30	1720	238	7	2	26	689	7	217
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	133	1225	13	32	1811	251	7	2	27	725	7	228
Adj No. of Lanes	1	2	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	2082	931	326	2857	889	62	13	45	818	487	414
Arrive On Green	0.09	1.00	1.00	0.02	0.57	0.57	0.03	0.03	0.03	0.20	0.26	0.26
Sat Flow, veh/h	1757	3505	1568	1757	5036	1568	852	453	1568	3408	1845	1568
Grp Volume(v), veh/h	133	1225	13	32	1811	251	9	0	27	725	7	228
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1679	1568	1305	0	1568	1704	1845	1568
Q Serve(g_s), s	5.6	0.0	0.0	1.3	41.3	14.0	0.4	0.0	2.9	33.5	0.5	21.3
Cycle Q Clear(g_c), s	5.6	0.0	0.0	1.3	41.3	14.0	0.9	0.0	2.9	33.5	0.5	21.3
Prop In Lane	1.00		1.00	1.00		1.00	0.78		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	2082	931	326	2857	889	75	0	45	818	487	414
V/C Ratio(X)	0.71	0.59	0.01	0.10	0.63	0.28	0.12	0.00	0.60	0.89	0.01	0.55
Avail Cap(c_a), veh/h	252	2082	931	408	2857	889	163	0	157	818	619	526
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	14.9	24.9	19.0	80.6	0.0	81.6	62.9	46.2	53.9
Incr Delay (d2), s/veh	2.8	1.1	0.0	0.0	1.1	0.8	0.3	0.0	4.6	11.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.3	0.0	0.6	19.4	6.2	0.4	0.0	1.3	2.3	0.2	9.3
LnGrp Delay(d),s/veh	28.7	1.1	0.0	14.9	25.9	19.7	80.8	0.0	86.2	74.1	46.2	54.3
LnGrp LOS	C	A	A	B	C	B	F		F	E	D	D
Approach Vol, veh/h		1371			2094			36			960	
Approach Delay, s/veh		3.8			25.0			84.8			69.2	
Approach LOS		A			C			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	103.4	40.0	11.9	10.1	108.0		51.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	14.0	78.0	33.5	17.0	11.0	81.0		57.0				
Max Q Clear Time (g_c+I1), s	7.6	43.3	35.5	4.9	3.3	2.0		23.3				
Green Ext Time (p_c), s	0.1	24.7	0.0	0.0	0.0	18.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									

HCM Signalized Intersection Capacity Analysis
10: Lexington Club Blvd/Stone Quarry Rd

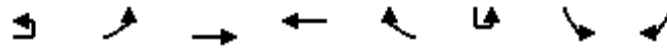
No Build 2025 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1651	21	51	1894	187	17	1	29	115	2	112
Future Volume (vph)	154	1651	21	51	1894	187	17	1	29	115	2	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568		1761	1568	1665	1672	1568
Flt Permitted	0.04	1.00	1.00	0.10	1.00	1.00		0.69	1.00	0.34	0.33	1.00
Satd. Flow (perm)	65	3505	1568	185	3505	1568		1274	1568	604	583	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	1738	22	54	1994	197	18	1	31	121	2	118
RTOR Reduction (vph)	0	0	6	0	0	42	0	0	30	0	0	20
Lane Group Flow (vph)	162	1738	16	54	1994	155	0	19	1	62	61	98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8	8	8
Actuated Green, G (s)	133.9	121.7	121.7	112.1	106.9	106.9		6.1	6.1	22.1	22.1	42.1
Effective Green, g (s)	133.9	121.7	121.7	112.1	106.9	106.9		6.1	6.1	22.1	22.1	42.1
Actuated g/C Ratio	0.79	0.72	0.72	0.66	0.63	0.63		0.04	0.04	0.13	0.13	0.25
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	249	2509	1122	169	2204	985		45	56	140	139	452
v/s Ratio Prot	c0.08	c0.50		0.01	c0.57					c0.03	0.03	0.03
v/s Ratio Perm	0.44		0.01	0.20		0.10		0.01	0.00	c0.03	0.03	0.04
v/c Ratio	0.65	0.69	0.01	0.32	0.90	0.16		0.42	0.02	0.44	0.44	0.22
Uniform Delay, d1	56.3	13.6	6.9	13.1	27.2	13.0		80.2	79.1	67.0	68.2	50.9
Progression Factor	1.21	1.40	1.00	1.55	1.74	2.08		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	1.1	0.0	0.2	3.5	0.2		2.3	0.1	0.8	0.8	0.1
Delay (s)	71.1	20.2	6.9	20.5	50.8	27.2		82.5	79.1	67.8	69.0	50.9
Level of Service	E	C	A	C	D	C		F	E	E	E	D
Approach Delay (s)		24.3			48.0			80.4			59.9	
Approach LOS		C			D			F			E	
Intersection Summary												
HCM 2000 Control Delay			38.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)		27.0			
Intersection Capacity Utilization			88.3%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

No Build 2025 PM Peak

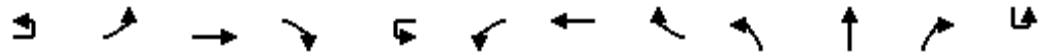


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↕	↕	↗		↔	↗
Traffic Volume (vph)	7	396	1315	1672	155	1	147	404
Future Volume (vph)	7	396	1315	1672	155	1	147	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	3505	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	3505	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	417	1384	1760	163	1	155	425
RTOR Reduction (vph)	0	0	0	0	74	0	0	3
Lane Group Flow (vph)	0	424	1384	1760	89	0	156	422
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		25.8	122.3	89.5	89.5		33.7	66.5
Effective Green, g (s)		25.8	122.3	89.5	89.5		33.7	66.5
Actuated g/C Ratio		0.15	0.72	0.53	0.53		0.20	0.39
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		516	2521	1845	825		674	613
v/s Ratio Prot		c0.12	0.39	c0.50	0.06			
v/s Ratio Perm							0.05	c0.27
v/c Ratio		0.82	0.55	0.95	0.11		0.23	0.69
Uniform Delay, d1		69.9	11.1	38.3	20.2		57.3	43.1
Progression Factor		0.80	1.62	0.56	0.70		1.00	1.00
Incremental Delay, d2		7.6	0.7	10.3	0.2		0.1	2.6
Delay (s)		63.1	18.6	31.7	14.4		57.3	45.7
Level of Service		E	B	C	B		E	D
Approach Delay (s)			29.0	30.3			48.8	
Approach LOS			C	C			D	
Intersection Summary								
HCM 2000 Control Delay			32.2		HCM 2000 Level of Service			C
HCM 2000 Volume to Capacity ratio			0.89					
Actuated Cycle Length (s)			170.0		Sum of lost time (s)			21.0
Intersection Capacity Utilization			100.2%		ICU Level of Service			G
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

No Build 2025 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	5	56	1462	26	17	24	1640	93	35	12	46	1
Future Volume (vph)	5	56	1462	26	17	24	1640	93	35	12	46	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	3505	1568		1752	3505	1568	1752	1845	1568	
Flt Permitted		0.09	1.00	1.00		0.13	1.00	1.00	0.50	1.00	1.00	
Satd. Flow (perm)		163	3505	1568		234	3505	1568	925	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	59	1539	27	18	25	1726	98	37	13	48	1
RTOR Reduction (vph)	0	0	0	7	0	0	0	19	0	0	42	0
Lane Group Flow (vph)	0	64	1539	20	0	43	1726	79	37	13	6	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4	4	4	8
Actuated Green, G (s)		129.8	123.5	123.5		126.2	121.7	121.7	21.5	21.5	21.5	
Effective Green, g (s)		129.8	123.5	123.5		126.2	121.7	121.7	21.5	21.5	21.5	
Actuated g/C Ratio		0.76	0.73	0.73		0.74	0.72	0.72	0.13	0.13	0.13	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		183	2546	1139		213	2509	1122	116	233	198	
v/s Ratio Prot		c0.01	0.44			0.01	c0.49			0.01		
v/s Ratio Perm		0.25		0.01		0.14		0.05	0.04		0.00	
v/c Ratio		0.35	0.60	0.02		0.20	0.69	0.07	0.32	0.06	0.03	
Uniform Delay, d1		12.6	11.3	6.4		8.7	13.5	7.2	67.6	65.3	65.1	
Progression Factor		1.10	1.33	1.00		1.17	0.92	1.36	1.00	1.00	1.00	
Incremental Delay, d2		0.4	1.0	0.0		0.1	1.2	0.1	0.6	0.0	0.0	
Delay (s)		14.2	16.0	6.5		10.3	13.6	9.9	68.2	65.4	65.1	
Level of Service		B	B	A		B	B	A	E	E	E	
Approach Delay (s)			15.8				13.4			66.3		
Approach LOS			B				B			E		
Intersection Summary												
HCM 2000 Control Delay			20.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			80.1%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: Legends Way

No Build 2025 PM Peak

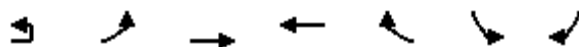


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	131	15	112
Future Volume (vph)	131	15	112
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.87	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1601	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1382	1601	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	138	16	118
RTOR Reduction (vph)	0	103	0
Lane Group Flow (vph)	139	31	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	21.5	21.5	
Effective Green, g (s)	21.5	21.5	
Actuated g/C Ratio	0.13	0.13	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	174	202	
v/s Ratio Prot		0.02	
v/s Ratio Perm	c0.10		
v/c Ratio	0.80	0.15	
Uniform Delay, d1	72.1	66.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	20.7	0.1	
Delay (s)	92.9	66.3	
Level of Service	F	E	
Approach Delay (s)		79.8	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

No Build 2025 PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↕	↕↕	↕	↔	↕
Traffic Volume (vph)	31	40	1455	1694	37	50	39
Future Volume (vph)	31	40	1455	1694	37	50	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00	1.00	1.00
Frt		1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1752	3505	3505	1568	1752	1568
Flt Permitted		0.09	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		174	3505	3505	1568	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	42	1532	1783	39	53	41
RTOR Reduction (vph)	0	0	0	0	7	0	39
Lane Group Flow (vph)	0	75	1532	1783	32	53	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	1	6	2		8	8
Permitted Phases	6	6	6		2	8	8
Actuated Green, G (s)		147.8	147.8	134.3	134.3	9.2	9.2
Effective Green, g (s)		147.8	147.8	134.3	134.3	9.2	9.2
Actuated g/C Ratio		0.87	0.87	0.79	0.79	0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0	3.0	3.0
Lane Grp Cap (vph)		211	3047	2768	1238	94	84
v/s Ratio Prot		0.01	c0.44	c0.51		c0.03	0.00
v/s Ratio Perm		0.30			0.02		
v/c Ratio		0.36	0.50	0.64	0.03	0.56	0.03
Uniform Delay, d1		8.0	2.6	7.6	3.8	78.4	76.2
Progression Factor		2.94	0.55	1.18	1.48	1.00	1.00
Incremental Delay, d2		0.9	0.5	0.5	0.0	7.5	0.1
Delay (s)		24.4	1.9	9.5	5.7	86.0	76.3
Level of Service		C	A	A	A	F	E
Approach Delay (s)			3.0	9.4		81.7	
Approach LOS			A	A		F	

Intersection Summary

HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

No Build 2025 PM Peak



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	1615	39	2	70	1858	48	78
Future Volume (vph)	1615	39	2	70	1858	48	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1568		1752	3505	1752	1568
Flt Permitted	1.00	1.00		0.11	1.00	0.95	1.00
Satd. Flow (perm)	3505	1568		196	3505	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	1700	41	1	37	2738	51	82
RTOR Reduction (vph)	0	5	0	0	0	0	77
Lane Group Flow (vph)	1700	36	0	38	2738	51	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	134.3	134.3		146.2	146.2	10.3	10.3
Effective Green, g (s)	134.3	134.3		146.2	146.2	10.3	10.3
Actuated g/C Ratio	0.79	0.79		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2768	1238		213	3014	106	95
v/s Ratio Prot	0.49			0.01	c0.78	c0.03	0.00
v/s Ratio Perm		0.02		0.15			
v/c Ratio	0.61	0.03		0.18	0.91	0.48	0.05
Uniform Delay, d1	7.3	3.8		6.0	7.6	77.3	75.3
Progression Factor	1.37	0.37		1.38	2.56	1.00	1.00
Incremental Delay, d2	0.9	0.0		0.3	3.7	3.4	0.2
Delay (s)	10.9	1.4		8.5	23.2	80.7	75.5
Level of Service	B	A		A	C	F	E
Approach Delay (s)	10.7				23.0	77.5	
Approach LOS	B				C	E	

Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

No Build 2025 PM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		⇌	⇌⇌	⇌		⇌	⇌	⇌		⇌	⇌⇌	⇌
Traffic Volume (vph)	29	259	1050	397	6	261	1182	324	5	653	1211	287
Future Volume (vph)	29	259	1050	397	6	261	1182	324	5	653	1211	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	0.88		0.97	0.95	1.00		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	2760		3400	3505	1547		3400	5036	1568
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	2760		3400	3505	1547		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	31	273	1105	418	6	275	1244	341	5	687	1275	302
RTOR Reduction (vph)	0	0	0	247	0	0	0	121	0	0	0	151
Lane Group Flow (vph)	0	304	1105	171	0	281	1244	220	0	692	1275	151
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		16.2	57.8	57.8		19.4	61.0	61.0		34.5	47.7	47.7
Effective Green, g (s)		16.2	57.8	57.8		19.4	61.0	61.0		34.5	47.7	47.7
Actuated g/C Ratio		0.10	0.34	0.34		0.11	0.36	0.36		0.20	0.28	0.28
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		324	1712	938		388	1257	555		690	1413	439
v/s Ratio Prot		c0.09	0.22			0.08	c0.35			c0.20	c0.25	
v/s Ratio Perm				0.06				0.14				0.10
v/c Ratio		0.94	0.65	0.18		0.72	0.99	0.40		1.00	0.90	0.34
Uniform Delay, d1		76.4	47.4	39.5		72.7	54.2	40.7		67.8	58.9	48.7
Progression Factor		0.84	0.94	2.27		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		29.8	0.7	0.1		6.6	23.0	2.1		35.0	8.3	0.5
Delay (s)		93.6	45.4	89.8		79.3	77.2	42.8		102.7	67.2	49.2
Level of Service		F	D	F		E	E	D		F	E	D
Approach Delay (s)			63.6				71.2				75.6	
Approach LOS			E				E				E	
Intersection Summary												
HCM 2000 Control Delay			70.6				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			28.5		
Intersection Capacity Utilization			95.2%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

No Build 2025 PM Peak



Movement	SBU	SBL	SBT	SBR
Lane Configurations		⇐⇐	⇑⇑⇑	⇑
Traffic Volume (vph)	3	247	515	152
Future Volume (vph)	3	247	515	152
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	1568
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	260	542	160
RTOR Reduction (vph)	0	0	0	132
Lane Group Flow (vph)	0	263	542	28
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		16.6	29.8	29.8
Effective Green, g (s)		16.6	29.8	29.8
Actuated g/C Ratio		0.10	0.18	0.18
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		332	882	274
v/s Ratio Prot		0.08	0.11	
v/s Ratio Perm				0.02
v/c Ratio		0.79	0.61	0.10
Uniform Delay, d1		75.0	64.8	58.9
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		12.2	1.3	0.2
Delay (s)		87.2	66.1	59.0
Level of Service		F	E	E
Approach Delay (s)			70.7	
Approach LOS			E	
Intersection Summary				

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.5	8.8	36.3	0.28	27.5	C
Tranquility Lake Dr	II	45	23.8	34.7	58.5	0.23	14.1	E
Lexington Club Blvd	II	45	23.9	27.2	51.1	0.22	15.4	E
Hagen Ranch Rd	II	45	34.3	39.7	74.0	0.36	17.4	D
Legends Way	II	45	15.8	5.1	20.9	0.14	24.9	C
Cumberland Dr	II	45	36.2	12.8	49.0	0.38	28.3	B
Seville Terrace	II	45	29.2	11.8	41.0	0.29	25.9	C
Jog Rd	II	45	20.3	60.6	80.9	0.19	8.3	F
Total	II		211.0	200.7	411.7	2.09	18.3	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	41.0	68.4	0.28	14.6	E
Seville Terrace	II	45	20.3	2.9	23.2	0.19	28.9	B
Cumberland Dr	II	45	29.2	2.8	32.0	0.29	33.2	B
Legends Way	II	45	36.2	10.0	46.2	0.38	30.0	B
Hagen Ranch Rd	II	45	15.8	18.6	34.4	0.14	15.1	E
Stone Quarry Rd	II	45	34.3	36.8	71.1	0.36	18.1	D
Turnpike (East)	II	45	23.9	38.9	62.8	0.22	12.6	F
Turnpike (West)	II	45	23.8	7.0	30.8	0.23	26.8	C
Total	II		210.9	158.0	368.9	2.09	20.4	D

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.2	4.2	31.4	0.28	31.6	B
Tranquility Lake Dr	II	45	23.9	20.6	44.5	0.23	18.6	D
Lexington Club Blvd	II	45	23.9	21.5	45.4	0.22	17.4	D
Hagen Ranch Rd	II	45	34.3	18.9	53.2	0.36	24.2	C
Legends Way	II	45	15.8	17.1	32.9	0.14	15.8	E
Cumberland Dr	II	45	36.2	2.0	38.2	0.38	36.3	A
Seville Terrace	II	45	29.2	11.4	40.6	0.29	26.1	C
Jog Rd	II	45	20.3	47.1	67.4	0.19	10.0	F
Total	II		210.8	142.8	353.6	2.09	21.3	D

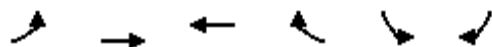
Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	76.3	103.7	0.28	9.6	F
Seville Terrace	II	45	20.3	25.8	46.1	0.19	14.6	E
Cumberland Dr	II	45	29.2	10.1	39.3	0.29	27.0	C
Legends Way	II	45	36.2	14.8	51.0	0.38	27.2	C
Hagen Ranch Rd	II	45	15.8	33.0	48.8	0.14	10.7	F
Stone Quarry Rd	II	45	34.3	50.3	84.6	0.36	15.2	E
Turnpike (East)	II	45	23.9	23.0	46.9	0.22	16.8	E
Turnpike (West)	II	45	23.9	6.2	30.1	0.23	27.4	C
Total	II		211.0	239.5	450.5	2.09	16.7	E

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

No Build 2045 AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	378	1682	1285	877	531	214
Future Volume (vph)	378	1682	1285	877	531	214
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	398	1771	1353	923	559	225
RTOR Reduction (vph)	0	0	0	25	0	2
Lane Group Flow (vph)	398	1771	1353	898	559	223
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases		6	2		4	
Actuated Green, G (s)	51.7	114.7	55.0	95.3	33.3	91.0
Effective Green, g (s)	51.7	114.7	55.0	95.3	33.3	91.0
Actuated g/C Ratio	0.32	0.72	0.34	0.60	0.21	0.57
Clearance Time (s)	7.0	6.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	566	2512	1204	1643	707	891
v/s Ratio Prot	0.23	c0.51	c0.39	0.33	c0.16	0.14
v/s Ratio Perm						
v/c Ratio	0.70	0.71	1.12	0.55	0.79	0.25
Uniform Delay, d1	47.4	13.0	52.5	19.4	60.0	17.3
Progression Factor	1.00	1.00	0.31	0.47	1.00	1.00
Incremental Delay, d2	4.0	1.7	58.7	0.0	5.6	0.1
Delay (s)	51.4	14.7	75.0	9.2	65.7	17.4
Level of Service	D	B	E	A	E	B
Approach Delay (s)		21.4	48.3		51.8	
Approach LOS		C	D		D	
























Intersection Summary

HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

No Build 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1987	12	28	1954	291	20	11	49	962	6	207
Future Volume (veh/h)	202	1987	12	28	1954	291	20	11	49	962	6	207
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	213	2092	13	29	2057	306	21	12	52	1013	6	218
Adj No. of Lanes	1	2	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	1707	764	77	2072	645	69	31	70	1097	671	570
Arrive On Green	0.09	0.49	0.49	0.02	0.41	0.41	0.04	0.04	0.04	0.28	0.36	0.36
Sat Flow, veh/h	1757	3505	1568	1757	5036	1568	714	690	1568	3408	1845	1568
Grp Volume(v), veh/h	213	2092	13	29	2057	306	33	0	52	1013	6	218
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1679	1568	1404	0	1568	1704	1845	1568
Q Serve(g_s), s	15.0	77.9	0.7	1.5	65.0	22.8	2.4	0.0	5.2	44.5	0.3	16.4
Cycle Q Clear(g_c), s	15.0	77.9	0.7	1.5	65.0	22.8	3.5	0.0	5.2	44.5	0.3	16.4
Prop In Lane	1.00		1.00	1.00		1.00	0.64		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1707	764	77	2072	645	100	0	70	1097	671	570
V/C Ratio(X)	1.01	1.23	0.02	0.38	0.99	0.47	0.33	0.00	0.74	0.92	0.01	0.38
Avail Cap(c_a), veh/h	210	1707	764	166	2072	645	181	0	167	1097	784	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	41.0	21.2	40.0	46.9	34.4	74.5	0.0	75.5	50.5	32.5	37.6
Incr Delay (d2), s/veh	51.7	104.9	0.0	1.1	18.1	2.5	0.7	0.0	5.6	12.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	62.6	0.3	0.8	33.6	10.3	1.4	0.0	2.4	3.3	0.2	7.2
LnGrp Delay(d),s/veh	105.9	145.9	21.2	41.1	65.0	36.9	75.2	0.0	81.1	62.9	32.5	37.8
LnGrp LOS	F	F	C	D	E	D	E		F	E	C	D
Approach Vol, veh/h		2318			2392			85			1237	
Approach Delay, s/veh		141.5			61.1			78.8			58.4	
Approach LOS		F			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	72.8	51.0	14.2	9.9	84.9		65.2				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	15.0	56.0	44.5	17.0	11.0	60.0		68.0				
Max Q Clear Time (g_c+I1), s	17.0	67.0	46.5	7.2	3.5	79.9		18.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			91.7									
HCM 2010 LOS			F									

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

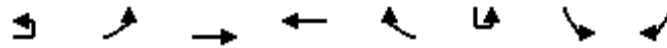
No Build 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	2557	49	31	2014	110	109	5	134	290	6	286
Future Volume (vph)	97	2557	49	31	2014	110	109	5	134	290	6	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568		1760	1568	1665	1672	1568
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.62	1.00	0.47	0.44	1.00
Satd. Flow (perm)	77	3505	1568	81	3505	1568		1147	1568	815	779	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	2692	52	33	2120	116	115	5	141	305	6	301
RTOR Reduction (vph)	0	0	21	0	0	45	0	0	115	0	0	19
Lane Group Flow (vph)	102	2692	31	33	2120	71	0	120	26	156	155	282
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8		8
Actuated Green, G (s)	105.2	96.0	96.0	96.2	91.5	91.5		21.1	21.1	38.3	38.3	47.5
Effective Green, g (s)	105.2	96.0	96.0	96.2	91.5	91.5		21.1	21.1	38.3	38.3	47.5
Actuated g/C Ratio	0.66	0.60	0.60	0.60	0.57	0.57		0.13	0.13	0.24	0.24	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	146	2103	940	97	2004	896		151	206	265	260	534
v/s Ratio Prot	c0.04	c0.77		0.01	0.60					0.05	c0.05	0.03
v/s Ratio Perm	0.42		0.02	0.19		0.05		c0.10	0.02	0.09	0.09	0.15
v/c Ratio	0.70	1.28	0.03	0.34	1.06	0.08		0.79	0.12	0.59	0.60	0.53
Uniform Delay, d1	46.6	32.0	13.1	37.3	34.2	15.4		67.3	61.3	51.3	54.0	46.9
Progression Factor	1.54	0.88	1.00	1.03	1.19	1.48		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	126.4	0.0	0.4	33.0	0.1		22.9	0.1	3.3	2.4	0.4
Delay (s)	72.9	154.4	13.1	38.9	73.9	22.8		90.3	61.4	54.6	56.4	47.3
Level of Service	E	F	B	D	E	C		F	E	D	E	D
Approach Delay (s)		148.9			70.8			74.7			51.5	
Approach LOS		F			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			106.1				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		25.0			
Intersection Capacity Utilization			106.4%				ICU Level of Service		G			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

No Build 2045 AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↕	↕	↗		↔	↗
Traffic Volume (vph)	22	388	2790	1405	116	1	291	585
Future Volume (vph)	22	388	2790	1405	116	1	291	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	3505	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	3505	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	408	2937	1479	122	1	306	616
RTOR Reduction (vph)	0	0	0	0	65	0	0	7
Lane Group Flow (vph)	0	431	2937	1479	57	0	307	609
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8
Actuated Green, G (s)		25.0	107.0	75.0	75.0		39.0	71.0
Effective Green, g (s)		25.0	107.0	75.0	75.0		39.0	71.0
Actuated g/C Ratio		0.16	0.67	0.47	0.47		0.24	0.44
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	2.0
Lane Grp Cap (vph)		531	2343	1642	735		828	695
v/s Ratio Prot		0.13	c0.84	0.42	0.04			
v/s Ratio Perm							0.09	c0.39
v/c Ratio		0.81	1.25	0.90	0.08		0.37	0.88
Uniform Delay, d1		65.2	26.5	39.1	23.4		50.3	40.5
Progression Factor		0.97	1.12	0.51	0.42		1.00	1.00
Incremental Delay, d2		0.9	114.4	7.2	0.2		0.1	11.7
Delay (s)		64.3	144.0	27.3	10.0		50.4	52.2
Level of Service		E	F	C	A		D	D
Approach Delay (s)			133.8	26.0			51.6	
Approach LOS			F	C			D	

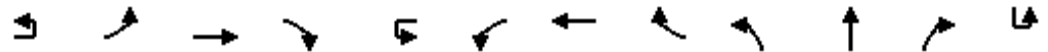
Intersection Summary

HCM 2000 Control Delay	91.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

No Build 2045 AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	14	90	2852	59	29	30	1413	84	20	11	35	1
Future Volume (vph)	14	90	2852	59	29	30	1413	84	20	11	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	3505	1568		1761	3505	1568	1752	1845	1568	
Flt Permitted		0.13	1.00	1.00		0.03	1.00	1.00	0.68	1.00	1.00	
Satd. Flow (perm)		248	3505	1568		63	3505	1568	1255	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	15	95	3002	62	31	32	1487	88	21	12	37	1
RTOR Reduction (vph)	0	0	0	15	0	0	0	19	0	0	34	0
Lane Group Flow (vph)	0	110	3002	47	0	63	1487	69	21	12	3	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		127.9	120.1	120.1		122.9	117.6	117.6	14.1	14.1	14.1	
Effective Green, g (s)		127.9	120.1	120.1		122.9	117.6	117.6	14.1	14.1	14.1	
Actuated g/C Ratio		0.80	0.75	0.75		0.77	0.73	0.73	0.09	0.09	0.09	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		271	2630	1176		104	2576	1152	110	162	138	
v/s Ratio Prot		0.02	c0.86			c0.02	0.42			0.01		
v/s Ratio Perm		0.30		0.03		0.44		0.04	0.02		0.00	
v/c Ratio		0.41	1.14	0.04		0.61	0.58	0.06	0.19	0.07	0.02	
Uniform Delay, d1		7.2	20.0	5.1		46.2	9.8	5.9	67.7	67.0	66.7	
Progression Factor		0.51	0.30	0.05		1.22	1.35	1.67	1.00	1.00	1.00	
Incremental Delay, d2		0.0	64.1	0.0		5.7	0.8	0.1	0.3	0.1	0.0	
Delay (s)		3.7	70.1	0.3		62.2	14.0	9.9	68.0	67.0	66.7	
Level of Service		A	E	A		E	B	A	E	E	E	
Approach Delay (s)			66.5				15.6			67.1		
Approach LOS			E				B			E		
Intersection Summary												
HCM 2000 Control Delay			50.3				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			112.5%				ICU Level of Service			H		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

No Build 2045 AM Peak

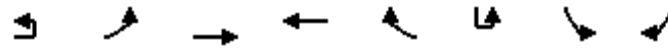


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	79	13	65
Future Volume (vph)	79	13	65
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.88	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1615	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1383	1615	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	83	14	68
RTOR Reduction (vph)	0	62	0
Lane Group Flow (vph)	84	20	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Actuated Green, G (s)	14.1	14.1	
Effective Green, g (s)	14.1	14.1	
Actuated g/C Ratio	0.09	0.09	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	121	142	
v/s Ratio Prot		0.01	
v/s Ratio Perm	c0.06		
v/c Ratio	0.69	0.14	
Uniform Delay, d1	70.9	67.4	
Progression Factor	1.00	1.00	
Incremental Delay, d2	13.0	0.2	
Delay (s)	83.9	67.5	
Level of Service	F	E	
Approach Delay (s)		75.8	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

No Build 2045 AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↑↑	↑↑	↗		↔	↗
Traffic Volume (vph)	58	31	2841	1460	30	1	51	38
Future Volume (vph)	58	31	2841	1460	30	1	51	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00		1.00	1.00
Flt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1752	3505	3505	1568		1752	1568
Flt Permitted		0.13	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		240	3505	3505	1568		1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	61	33	2991	1537	32	1	54	40
RTOR Reduction (vph)	0	0	0	0	7	0	0	38
Lane Group Flow (vph)	0	94	2991	1537	25	0	55	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot	Prot
Protected Phases	1	1	6	2		8	8	8
Permitted Phases	6	6	6		2			
Actuated Green, G (s)		138.4	138.4	124.6	124.6		8.6	8.6
Effective Green, g (s)		138.4	138.4	124.6	124.6		8.6	8.6
Actuated g/C Ratio		0.87	0.87	0.78	0.78		0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0		3.0	3.0
Lane Grp Cap (vph)		271	3031	2729	1221		94	84
v/s Ratio Prot		0.01	c0.85	0.44			c0.03	0.00
v/s Ratio Perm		0.28			0.02			
v/c Ratio		0.35	0.99	0.56	0.02		0.59	0.03
Uniform Delay, d1		5.3	10.0	7.0	4.0		74.0	71.7
Progression Factor		1.40	2.18	0.43	0.65		1.00	1.00
Incremental Delay, d2		0.1	2.7	0.6	0.0		9.0	0.1
Delay (s)		7.5	24.4	3.6	2.6		82.9	71.9
Level of Service		A	C	A	A		F	E
Approach Delay (s)			23.9	3.5			78.3	
Approach LOS			C	A			E	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

No Build 2045 AM Peak



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	3176	40	6	60	1515	44	89
Future Volume (vph)	3176	40	6	60	1515	44	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1568		1752	3505	1752	1568
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3505	1568		56	3505	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	3343	42	3	32	2233	46	94
RTOR Reduction (vph)	0	3	0	0	0	0	88
Lane Group Flow (vph)	3343	39	0	35	2233	46	6
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2			
Actuated Green, G (s)	125.0	125.0		136.9	136.9	9.6	9.6
Effective Green, g (s)	125.0	125.0		136.9	136.9	9.6	9.6
Actuated g/C Ratio	0.78	0.78		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2738	1225		99	2998	105	94
v/s Ratio Prot	c0.95			0.01	c0.64	c0.03	0.00
v/s Ratio Perm		0.03		0.29			
v/c Ratio	1.22	0.03		0.35	0.74	0.44	0.06
Uniform Delay, d1	17.5	3.9		53.9	4.6	72.6	70.9
Progression Factor	0.88	1.17		2.08	0.84	1.00	1.00
Incremental Delay, d2	101.1	0.0		1.9	1.5	2.9	0.3
Delay (s)	116.5	4.6		114.1	5.4	75.5	71.2
Level of Service	F	A		F	A	E	E
Approach Delay (s)	115.1				7.0	72.6	
Approach LOS	F				A	E	

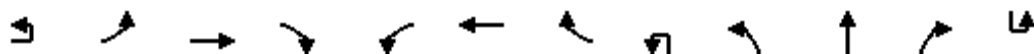
Intersection Summary

HCM 2000 Control Delay	71.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

No Build 2045 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		⇋	↑↑↑	⇋	⇋	↑↑	⇋		⇋	↑↑↑	⇋	
Traffic Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Future Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.97	0.91	0.88	0.97	0.95	1.00		0.97	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3400	5036	2760	3400	3505	1547		3400	5036	1568	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3400	5036	2760	3400	3505	1547		3400	5036	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	268	2001	1203	435	823	175	3	443	624	413	7
RTOR Reduction (vph)	0	0	0	332	0	0	100	0	0	0	120	0
Lane Group Flow (vph)	0	281	2001	871	435	823	75	0	446	624	293	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		12.0	53.0	53.0	18.0	59.0	59.0		18.5	39.7	39.7	
Effective Green, g (s)		12.0	53.0	53.0	18.0	59.0	59.0		18.5	39.7	39.7	
Actuated g/C Ratio		0.08	0.33	0.33	0.11	0.37	0.37		0.12	0.25	0.25	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		255	1668	914	382	1292	570		393	1249	389	
v/s Ratio Prot		0.08	c0.40		c0.13	c0.23			c0.13	0.12		
v/s Ratio Perm				0.32			0.05				0.19	
v/c Ratio		1.10	1.20	0.95	1.14	0.64	0.13		1.13	0.50	0.75	
Uniform Delay, d1		74.0	53.5	52.3	71.0	41.7	33.5		70.8	51.6	55.6	
Progression Factor		1.09	1.03	1.06	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		51.9	90.4	2.9	89.4	2.4	0.5		87.4	0.3	8.1	
Delay (s)		132.8	145.6	58.5	160.4	44.1	34.0		158.2	51.9	63.7	
Level of Service		F	F	E	F	D	C		F	D	E	
Approach Delay (s)			114.5			78.2				87.2		
Approach LOS			F			E				F		
Intersection Summary												
HCM 2000 Control Delay			128.8			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.25									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			121.4%			ICU Level of Service				H		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

No Build 2045 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	354	1771	263
Future Volume (vph)	354	1771	263
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	373	1864	277
RTOR Reduction (vph)	0	0	119
Lane Group Flow (vph)	380	1864	158
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	20.8	42.0	42.0
Effective Green, g (s)	20.8	42.0	42.0
Actuated g/C Ratio	0.13	0.26	0.26
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	442	1321	411
v/s Ratio Prot	0.11	c0.37	
v/s Ratio Perm			0.10
v/c Ratio	0.86	1.41	0.38
Uniform Delay, d1	68.2	59.0	48.4
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	15.3	189.5	0.6
Delay (s)	83.4	248.5	49.0
Level of Service	F	F	D
Approach Delay (s)		201.7	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

No Build 2045 PM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	259	1474	1520	952	189	158
Future Volume (vph)	259	1474	1520	952	189	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	3505	3505	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	273	1552	1600	1002	199	166
RTOR Reduction (vph)	0	0	0	36	0	3
Lane Group Flow (vph)	273	1552	1600	966	199	163
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases						
Actuated Green, G (s)	41.2	139.6	91.4	115.8	17.4	64.6
Effective Green, g (s)	41.2	139.6	91.4	115.8	17.4	64.6
Actuated g/C Ratio	0.24	0.82	0.54	0.68	0.10	0.38
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	424	2878	1884	1880	348	595
v/s Ratio Prot	c0.16	0.44	c0.46	c0.35	0.06	0.10
v/s Ratio Perm						
v/c Ratio	0.64	0.54	0.85	0.51	0.57	0.27
Uniform Delay, d1	57.8	4.9	33.4	13.3	72.7	36.5
Progression Factor	1.00	1.00	0.54	0.66	1.00	1.00
Incremental Delay, d2	3.3	0.7	2.5	0.0	1.4	0.1
Delay (s)	61.2	5.6	20.6	8.8	74.2	36.6
Level of Service	E	A	C	A	E	D
Approach Delay (s)		13.9	16.1		57.1	
Approach LOS		B	B		E	
Intersection Summary						
HCM 2000 Control Delay			18.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.76			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization			78.4%		ICU Level of Service	D
Analysis Period (min)			15			

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

No Build 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1503	16	44	2203	327	10	5	36	879	9	290
Future Volume (veh/h)	162	1503	16	44	2203	327	10	5	36	879	9	290
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	171	1582	17	46	2319	344	11	5	38	925	9	305
Adj No. of Lanes	1	2	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	189	2057	920	186	2683	835	59	20	52	816	495	421
Arrive On Green	0.10	0.78	0.78	0.02	0.53	0.53	0.03	0.03	0.03	0.20	0.27	0.27
Sat Flow, veh/h	1757	3505	1568	1757	5036	1568	706	606	1568	3408	1845	1568
Grp Volume(v), veh/h	171	1582	17	46	2319	344	16	0	38	925	9	305
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1679	1568	1312	0	1568	1704	1845	1568
Q Serve(g_s), s	10.8	42.2	0.4	2.0	67.8	22.3	0.9	0.0	4.1	33.5	0.6	30.0
Cycle Q Clear(g_c), s	10.8	42.2	0.4	2.0	67.8	22.3	1.7	0.0	4.1	33.5	0.6	30.0
Prop In Lane	1.00		1.00	1.00		1.00	0.69		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	2057	920	186	2683	835	79	0	52	816	495	421
V/C Ratio(X)	0.90	0.77	0.02	0.25	0.86	0.41	0.20	0.00	0.73	1.13	0.02	0.72
Avail Cap(c_a), veh/h	202	2057	920	262	2683	835	160	0	157	816	619	526
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	12.3	7.8	21.1	34.4	23.8	80.2	0.0	81.4	64.8	45.7	56.5
Incr Delay (d2), s/veh	30.9	2.3	0.0	0.3	4.0	1.5	0.5	0.0	7.0	74.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	20.5	0.2	1.0	32.3	10.0	0.7	0.0	1.9	11.8	0.3	13.3
LnGrp Delay(d),s/veh	82.1	14.7	7.8	21.4	38.4	25.3	80.6	0.0	88.4	139.6	45.7	59.0
LnGrp LOS	F	B	A	C	D	C	F		F	F	D	E
Approach Vol, veh/h		1770			2709			54			1239	
Approach Delay, s/veh		21.1			36.5			86.1			119.1	
Approach LOS		C			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	97.6	40.0	12.7	10.6	106.8		52.7				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	14.0	78.0	33.5	17.0	11.0	81.0		57.0				
Max Q Clear Time (g_c+I1), s	12.8	69.8	35.5	6.1	4.0	44.2		32.0				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.1	0.0	21.6		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			50.0									
HCM 2010 LOS			D									

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

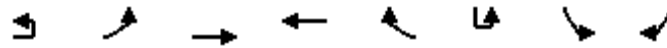
No Build 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	2133	31	67	2440	244	22	3	37	151	6	145
Future Volume (vph)	199	2133	31	67	2440	244	22	3	37	151	6	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568		1767	1568	1665	1675	1568
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.69	1.00	0.36	0.36	1.00
Satd. Flow (perm)	73	3505	1568	78	3505	1568		1273	1568	639	623	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	209	2245	33	71	2568	257	23	3	39	159	6	153
RTOR Reduction (vph)	0	0	10	0	0	50	0	0	37	0	0	18
Lane Group Flow (vph)	209	2245	23	71	2568	207	0	26	2	83	82	135
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8	8	8
Actuated Green, G (s)	131.5	117.1	117.1	101.4	94.0	94.0		6.8	6.8	24.5	24.5	55.0
Effective Green, g (s)	131.5	117.1	117.1	101.4	94.0	94.0		6.8	6.8	24.5	24.5	55.0
Actuated g/C Ratio	0.77	0.69	0.69	0.60	0.55	0.55		0.04	0.04	0.14	0.14	0.32
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	357	2414	1080	119	1938	867		50	62	162	162	571
v/s Ratio Prot	c0.10	c0.64		0.03	c0.73					c0.04	0.03	0.04
v/s Ratio Perm	0.35		0.01	0.33		0.13		0.02	0.00	c0.04	0.04	0.04
v/c Ratio	0.59	0.93	0.02	0.60	1.33	0.24		0.52	0.03	0.51	0.51	0.24
Uniform Delay, d1	53.1	22.9	8.4	33.5	38.0	19.6		80.0	78.4	65.7	67.2	42.1
Progression Factor	1.21	1.28	1.00	1.12	1.48	1.76		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.4	0.0	0.5	146.6	0.1		4.4	0.1	1.1	0.9	0.1
Delay (s)	64.7	32.6	8.4	37.8	203.0	34.4		84.4	78.5	66.8	68.1	42.2
Level of Service	E	C	A	D	F	C		F	E	E	E	D
Approach Delay (s)		34.9			184.0			80.9			55.3	
Approach LOS		C			F			F			E	
Intersection Summary												
HCM 2000 Control Delay			111.4			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			170.0	Sum of lost time (s)				27.0				
Intersection Capacity Utilization			107.0%	ICU Level of Service			G					
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

No Build 2045 PM Peak

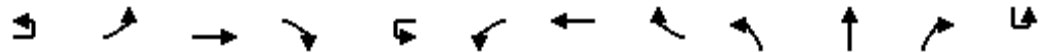


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↘↗	↑↑	↑↑	↗		↘↗	↗
Traffic Volume (vph)	9	502	1688	2157	209	1	190	521
Future Volume (vph)	9	502	1688	2157	209	1	190	521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.95	0.95	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	3505	3505	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	3505	3505	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	528	1777	2271	220	1	200	548
RTOR Reduction (vph)	0	0	0	0	84	0	0	1
Lane Group Flow (vph)	0	537	1777	2271	136	0	201	547
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		31.9	122.0	83.1	83.1		34.0	72.9
Effective Green, g (s)		31.9	122.0	83.1	83.1		34.0	72.9
Actuated g/C Ratio		0.19	0.72	0.49	0.49		0.20	0.43
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		638	2515	1713	766		680	672
v/s Ratio Prot		0.16	0.51	c0.65	0.09			
v/s Ratio Perm							0.06	c0.35
v/c Ratio		0.84	0.71	1.33	0.18		0.30	0.81
Uniform Delay, d1		66.6	13.7	43.5	24.3		57.8	42.6
Progression Factor		0.91	1.24	0.79	1.26		1.00	1.00
Incremental Delay, d2		4.6	0.8	148.5	0.2		0.1	7.1
Delay (s)		65.5	17.9	182.7	30.8		57.9	49.8
Level of Service		E	B	F	C		E	D
Approach Delay (s)			28.9	169.3			51.9	
Approach LOS			C	F			D	
Intersection Summary								
HCM 2000 Control Delay			95.0		HCM 2000 Level of Service			F
HCM 2000 Volume to Capacity ratio			1.14					
Actuated Cycle Length (s)			170.0		Sum of lost time (s)			21.0
Intersection Capacity Utilization			124.0%		ICU Level of Service			H
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

No Build 2045 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	4	77	1879	34	22	31	2116	118	47	16	60	1
Future Volume (vph)	4	77	1879	34	22	31	2116	118	47	16	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00	1.00	
Flt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	3505	1568		1752	3505	1568	1752	1845	1568	
Flt Permitted		0.03	1.00	1.00		0.05	1.00	1.00	0.43	1.00	1.00	
Satd. Flow (perm)		63	3505	1568		89	3505	1568	793	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	81	1978	36	23	33	2227	124	49	17	63	1
RTOR Reduction (vph)	0	0	0	11	0	0	0	22	0	0	53	0
Lane Group Flow (vph)	0	85	1978	25	0	56	2227	102	49	17	10	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4	4	4	8
Actuated Green, G (s)		125.7	117.5	117.5		120.5	114.9	114.9	26.4	26.4	26.4	
Effective Green, g (s)		125.7	117.5	117.5		120.5	114.9	114.9	26.4	26.4	26.4	
Actuated g/C Ratio		0.74	0.69	0.69		0.71	0.68	0.68	0.16	0.16	0.16	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		128	2422	1083		117	2368	1059	123	286	243	
v/s Ratio Prot		c0.03	c0.56			0.02	c0.64			0.01		
v/s Ratio Perm		0.46		0.02		0.32		0.07	0.06		0.01	
v/c Ratio		0.66	0.82	0.02		0.48	0.94	0.10	0.40	0.06	0.04	
Uniform Delay, d1		50.4	18.6	8.2		23.5	24.5	9.6	64.6	61.2	61.0	
Progression Factor		1.34	1.11	4.45		1.43	0.74	1.25	1.00	1.00	1.00	
Incremental Delay, d2		7.6	2.5	0.0		0.6	5.2	0.1	0.8	0.0	0.0	
Delay (s)		75.3	23.2	36.7		34.2	23.2	12.0	65.4	61.2	61.1	
Level of Service		E	C	D		C	C	B	E	E	E	
Approach Delay (s)			25.6				22.9			62.7		
Approach LOS			C				C			E		

Intersection Summary		
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.91	C
Actuated Cycle Length (s)	170.0	Sum of lost time (s)
Intersection Capacity Utilization	99.0%	20.5
Analysis Period (min)	15	ICU Level of Service
		F

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

No Build 2045 PM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	169	19	146
Future Volume (vph)	169	19	146
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.87	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1600	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1377	1600	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	178	20	154
RTOR Reduction (vph)	0	89	0
Lane Group Flow (vph)	179	85	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	26.4	26.4	
Effective Green, g (s)	26.4	26.4	
Actuated g/C Ratio	0.16	0.16	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	213	248	
v/s Ratio Prot		0.05	
v/s Ratio Perm	c0.13		
v/c Ratio	0.84	0.34	
Uniform Delay, d1	69.8	64.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	23.8	0.3	
Delay (s)	93.5	64.4	
Level of Service	F	E	
Approach Delay (s)		79.2	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

No Build 2045 PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	55	29	1876	2175	47	65	52
Future Volume (vph)	55	29	1876	2175	47	65	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor		1.00	0.95	0.95	1.00	1.00	1.00
Flt		1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1752	3505	3505	1568	1752	1568
Flt Permitted		0.03	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		55	3505	3505	1568	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	31	1975	2289	49	68	55
RTOR Reduction (vph)	0	0	0	0	8	0	51
Lane Group Flow (vph)	0	89	1975	2289	41	68	4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	1	6	2		8	8
Permitted Phases	6	6	6		2	8	8
Actuated Green, G (s)		145.2	145.2	128.8	128.8	11.8	11.8
Effective Green, g (s)		145.2	145.2	128.8	128.8	11.8	11.8
Actuated g/C Ratio		0.85	0.85	0.76	0.76	0.07	0.07
Clearance Time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0	3.0	3.0
Lane Grp Cap (vph)		140	2993	2655	1187	121	108
v/s Ratio Prot		0.03	c0.56	c0.65		c0.04	0.00
v/s Ratio Perm		0.51			0.03		
v/c Ratio		0.64	0.66	0.86	0.03	0.56	0.04
Uniform Delay, d1		51.8	4.1	14.4	5.1	76.6	73.8
Progression Factor		1.19	0.58	1.24	1.38	1.00	1.00
Incremental Delay, d2		5.7	0.7	0.4	0.0	5.9	0.1
Delay (s)		67.3	3.1	18.2	7.1	82.5	73.9
Level of Service		E	A	B	A	F	E
Approach Delay (s)			5.9	18.0		78.6	
Approach LOS			A	B		E	

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

No Build 2045 PM Peak



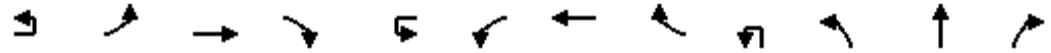
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↓	↑
Traffic Volume (vph)	2085	52	2	91	2389	62	101
Future Volume (vph)	2085	52	2	91	2389	62	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1568		1752	3505	1752	1568
Flt Permitted	1.00	1.00		0.04	1.00	0.95	1.00
Satd. Flow (perm)	3505	1568		81	3505	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	2195	55	1	48	3521	65	106
RTOR Reduction (vph)	0	5	0	0	0	0	99
Lane Group Flow (vph)	2195	50	0	49	3521	65	7
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	132.3	132.3		144.8	144.8	11.7	11.7
Effective Green, g (s)	132.3	132.3		144.8	144.8	11.7	11.7
Actuated g/C Ratio	0.78	0.78		0.85	0.85	0.07	0.07
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2727	1220		123	2985	120	107
v/s Ratio Prot	0.63			0.01	c1.00	c0.04	0.00
v/s Ratio Perm		0.03		0.33			
v/c Ratio	0.80	0.04		0.40	1.18	0.54	0.07
Uniform Delay, d1	11.2	4.3		21.5	12.6	76.6	74.1
Progression Factor	1.05	0.41		1.58	2.18	1.00	1.00
Incremental Delay, d2	2.2	0.1		0.8	82.3	4.9	0.3
Delay (s)	13.9	1.8		34.8	109.7	81.5	74.3
Level of Service	B	A		C	F	F	E
Approach Delay (s)	13.6				108.7	77.0	
Approach LOS	B				F	E	

Intersection Summary

HCM 2000 Control Delay	72.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

No Build 2045 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔↔	↑↑↑	↔↔		↔↔	↑↑	↔		↔↔	↑↑↑	↔
Traffic Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Future Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	0.88		0.97	0.95	1.00		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	2760		3400	3505	1547		3400	5036	1568
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	2760		3400	3505	1547		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	379	1380	553	8	377	1558	459	6	901	1586	424
RTOR Reduction (vph)	0	0	0	277	0	0	0	130	0	0	0	170
Lane Group Flow (vph)	0	421	1380	276	0	385	1558	329	0	907	1586	254
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		15.0	51.5	51.5		24.5	61.0	61.0		34.5	48.0	48.0
Effective Green, g (s)		15.0	51.5	51.5		24.5	61.0	61.0		34.5	48.0	48.0
Actuated g/C Ratio		0.09	0.30	0.30		0.14	0.36	0.36		0.20	0.28	0.28
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		300	1525	836		490	1257	555		690	1421	442
v/s Ratio Prot		c0.12	0.27			0.11	c0.44			c0.27	c0.31	
v/s Ratio Perm				0.10				0.21				0.16
v/c Ratio		1.40	0.90	0.33		0.79	1.24	0.59		1.31	1.12	0.57
Uniform Delay, d1		77.5	56.9	45.9		70.2	54.5	44.4		67.8	61.0	52.3
Progression Factor		0.97	0.88	1.05		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		193.9	5.3	0.1		8.1	114.7	4.6		151.7	62.4	1.8
Delay (s)		269.0	55.2	48.2		78.3	169.2	49.0		219.4	123.4	54.1
Level of Service		F	E	D		E	F	D		F	F	D
Approach Delay (s)			91.8				131.7				143.2	
Approach LOS			F				F				F	
Intersection Summary												
HCM 2000 Control Delay			117.9				HCM 2000 Level of Service				F	
HCM 2000 Volume to Capacity ratio			1.27									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			28.5		
Intersection Capacity Utilization			114.5%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

No Build 2045 PM Peak



Movement	SBU	SBL	SBT	SBR
Lane Configurations		57	↑↑↑	7
Traffic Volume (vph)	5	322	619	218
Future Volume (vph)	5	322	619	218
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	1568
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	339	652	229
RTOR Reduction (vph)	0	0	0	173
Lane Group Flow (vph)	0	344	652	56
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		17.5	31.0	31.0
Effective Green, g (s)		17.5	31.0	31.0
Actuated g/C Ratio		0.10	0.18	0.18
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		350	918	285
v/s Ratio Prot		0.10	0.13	
v/s Ratio Perm				0.04
v/c Ratio		0.98	0.71	0.20
Uniform Delay, d1		76.1	65.3	58.9
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		43.2	2.6	0.3
Delay (s)		119.3	67.9	59.3
Level of Service		F	E	E
Approach Delay (s)			80.7	
Approach LOS			F	
Intersection Summary				

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.5	15.7	43.2	0.28	23.1	C
Tranquility Lake Dr	II	45	23.9	115.8	139.7	0.23	5.9	F
Lexington Club Blvd	II	45	23.9	145.1	169.0	0.22	4.7	F
Hagen Ranch Rd	II	45	34.3	142.9	177.2	0.36	7.3	F
Legends Way	II	45	15.8	69.8	85.6	0.14	6.1	F
Cumberland Dr	II	45	36.2	22.8	59.0	0.38	23.5	C
Seville Terrace	II	45	29.2	113.7	142.9	0.29	7.4	F
Jog Rd	II	45	20.3	137.1	157.4	0.19	4.3	F
Total	II		211.1	762.9	974.0	2.09	7.7	F

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	44.4	71.8	0.28	13.9	E
Seville Terrace	II	45	20.3	5.8	26.1	0.19	25.7	C
Cumberland Dr	II	45	29.2	3.7	32.9	0.29	32.2	B
Legends Way	II	45	36.2	15.4	51.6	0.38	26.8	C
Hagen Ranch Rd	II	45	15.8	28.2	44.0	0.14	11.8	F
Stone Quarry Rd	II	45	34.3	71.6	105.9	0.36	12.1	F
Turnpike (East)	II	45	23.9	89.8	113.7	0.22	6.9	F
Turnpike (West)	II	45	23.9	77.9	101.8	0.23	8.1	F
Total	II		211.0	336.8	547.8	2.09	13.8	E

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.2	6.1	33.3	0.28	29.8	B
Tranquility Lake Dr	II	45	23.9	26.3	50.2	0.23	16.4	E
Lexington Club Blvd	II	45	23.9	32.6	56.5	0.22	14.0	E
Hagen Ranch Rd	II	45	34.3	18.2	52.5	0.36	24.5	C
Legends Way	II	45	15.8	24.9	40.7	0.14	12.8	F
Cumberland Dr	II	45	36.2	3.3	39.5	0.38	35.1	A
Seville Terrace	II	45	29.2	14.9	44.1	0.29	24.1	C
Jog Rd	II	45	20.3	56.2	76.5	0.19	8.8	F
Total	II		210.8	182.5	393.3	2.09	19.1	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	159.5	186.9	0.28	5.3	F
Seville Terrace	II	45	20.3	109.7	130.0	0.19	5.2	F
Cumberland Dr	II	45	29.2	20.2	49.4	0.29	21.5	D
Legends Way	II	45	36.2	24.7	60.9	0.38	22.7	C
Hagen Ranch Rd	II	45	15.8	179.4	195.2	0.14	2.7	F
Stone Quarry Rd	II	45	34.3	182.4	216.7	0.36	5.9	F
Turnpike (East)	II	45	23.9	36.2	60.1	0.22	13.1	E
Turnpike (West)	II	45	23.9	21.1	45.0	0.23	18.3	D
Total	II		211.0	733.2	944.2	2.09	8.0	F

Timing Report, Sorted By Phase
3: Turnpike (West)

No-Build AM



Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	32	62	66	94	66
Maximum Split (%)	20.0%	38.8%	41.3%	58.8%	41.3%
Minimum Split (s)	11	41	44	16	44
Yellow Time (s)	5	5	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	71	103	5	71	5
End Time (s)	103	5	71	5	71
Yield/Force Off (s)	96	158	65	159	65
Yield/Force Off 170(s)	96	131	34	159	34
Local Start Time (s)	128	0	62	128	62
Local Yield (s)	153	55	122	56	122
Local Yield 170(s)	153	28	91	56	91

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 103 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Turnpike (West)



Timing Report, Sorted By Phase
5: Tranquility Lake Dr/Turnpike (East)

No-Build AM

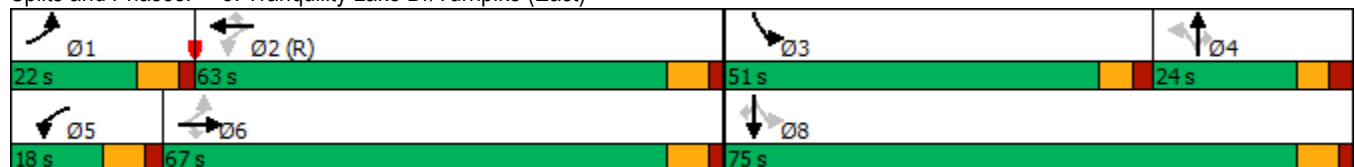


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	22	63	51	24	18	67	75
Maximum Split (%)	13.8%	39.4%	31.9%	15.0%	11.3%	41.9%	46.9%
Minimum Split (s)	11	43	45.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	32	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	54	76	139	30	54	72	139
End Time (s)	76	139	30	54	72	139	54
Yield/Force Off (s)	69	132	23.5	47	65	132	47
Yield/Force Off 170(s)	69	107	151.5	37	65	115	25
Local Start Time (s)	138	0	63	114	138	156	63
Local Yield (s)	153	56	107.5	131	149	56	131
Local Yield 170(s)	153	31	75.5	121	149	39	109

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 76 (48%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East)



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd

No-Build AM

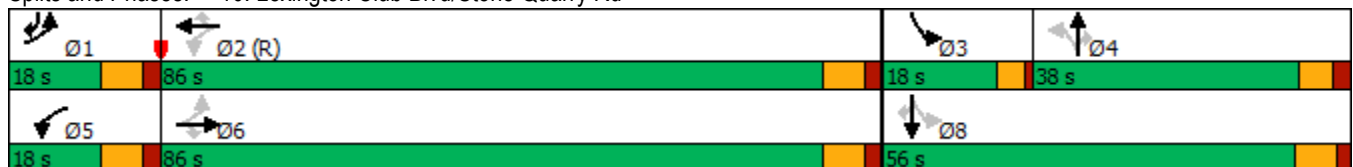


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	18	86	18	38	18	86	56
Maximum Split (%)	11.3%	53.8%	11.3%	23.8%	11.3%	53.8%	35.0%
Minimum Split (s)	11	34	9.5	36.5	11	37	13.5
Yellow Time (s)	5	5	3.5	4	5	5	5
All-Red Time (s)	2	2	1	2.5	2	2	2
Minimum Initial (s)	4	20	5	6	4	20	6
Vehicle Extension (s)	2	4	3	2	2	4	2
Minimum Gap (s)	2	4	3	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73	91	17	35	73	91	17
End Time (s)	91	17	35	73	91	17	73
Yield/Force Off (s)	84	10	30.5	66.5	84	10	66
Yield/Force Off 170(s)	84	150	30.5	43.5	84	147	66
Local Start Time (s)	142	0	86	104	142	0	86
Local Yield (s)	153	79	99.5	135.5	153	79	135
Local Yield 170(s)	153	59	99.5	112.5	153	56	135

Intersection Summary

Cycle Length 160
 Control Type Actuated-Coordinated
 Natural Cycle 145
 Offset: 91 (57%), Referenced to phase 2:WBTL, Start of Green

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd



Timing Report, Sorted By Phase
16: Hagen Ranch Rd

No-Build AM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	35	79	114	46
Maximum Split (%)	21.9%	49.4%	71.3%	28.8%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	132	7	132	86
End Time (s)	7	86	86	132
Yield/Force Off (s)	0	79	79	125
Yield/Force Off 170(s)	0	54	79	99
Local Start Time (s)	125	0	125	79
Local Yield (s)	153	72	72	118
Local Yield 170(s)	153	47	72	92

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way

No-Build AM

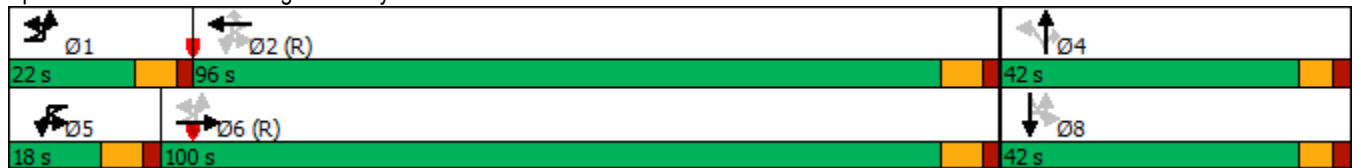


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	22	96	42	18	100	42
Maximum Split (%)	13.8%	60.0%	26.3%	11.3%	62.5%	26.3%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	138	0	96	138	156	96
End Time (s)	0	96	138	156	96	138
Yield/Force Off (s)	153	89	131.5	149	89	131.5
Yield/Force Off 170(s)	153	66	131.5	149	66	108.5
Local Start Time (s)	138	0	96	138	156	96
Local Yield (s)	153	89	131.5	149	89	131.5
Local Yield 170(s)	153	66	131.5	149	66	108.5

Intersection Summary

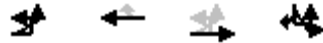
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way



Timing Report, Sorted By Phase
24: Cumberland Dr

No-Build AM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	21	121	142	18
Maximum Split (%)	13.1%	75.6%	88.8%	11.3%
Minimum Split (s)	11	42	27	18
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	4
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		0
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	60	81	60	42
End Time (s)	81	42	42	60
Yield/Force Off (s)	74	35	35	54
Yield/Force Off 170(s)	74	7	35	54
Local Start Time (s)	139	0	139	121
Local Yield (s)	153	114	114	133
Local Yield 170(s)	153	86	114	133

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 81 (51%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace

No-Build AM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	117	43	19	98
Maximum Split (%)	73.1%	26.9%	11.9%	61.3%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	52	9	52	71
End Time (s)	9	52	71	9
Yield/Force Off (s)	2	45.5	64	2
Yield/Force Off 170(s)	2	16.5	64	2
Local Start Time (s)	141	98	141	0
Local Yield (s)	91	134.5	153	91
Local Yield 170(s)	91	105.5	153	91

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 71 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace



Timing Report, Sorted By Phase
32: Jog Rd

No-Build AM

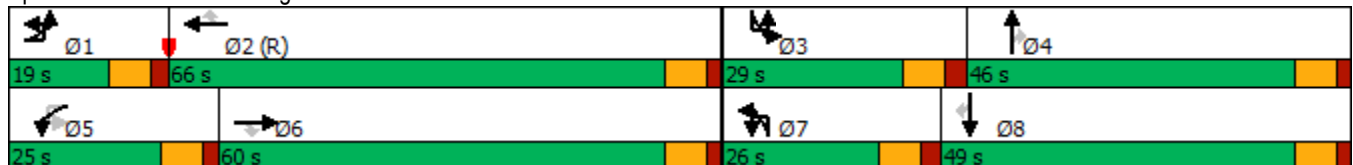


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	19	66	29	46	25	60	26	49
Maximum Split (%)	11.9%	41.3%	18.1%	28.8%	15.6%	37.5%	16.3%	30.6%
Minimum Split (s)	11	46	11.5	46	11	46	11.5	49
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		35
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	30	49	115	144	30	55	115	141
End Time (s)	49	115	144	30	55	115	141	30
Yield/Force Off (s)	42	108	136.5	23	48	108	133.5	23
Yield/Force Off 170(s)	42	76	136.5	151	48	76	133.5	148
Local Start Time (s)	141	0	66	95	141	6	66	92
Local Yield (s)	153	59	87.5	134	159	59	84.5	134
Local Yield 170(s)	153	27	87.5	102	159	27	84.5	99

Intersection Summary

Cycle Length 160
 Control Type Actuated-Coordinated
 Natural Cycle 150
 Offset: 49 (31%), Referenced to phase 2:WBT, Start of Green

Splits and Phases: 32: Jog Rd



Timing Report, Sorted By Phase
3: Turnpike (West)

No-Build PM



Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	29	78	63	107	63
Maximum Split (%)	17.1%	45.9%	37.1%	62.9%	37.1%
Minimum Split (s)	11	41	44	25	44
Yellow Time (s)	5	5	4	5	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	40	69	147	40	147
End Time (s)	69	147	40	147	40
Yield/Force Off (s)	62	140	34	140	34
Yield/Force Off 170(s)	62	113	3	140	3
Local Start Time (s)	141	0	78	141	78
Local Yield (s)	163	71	135	71	135
Local Yield 170(s)	163	44	104	71	104

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 69 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Turnpike (West)



Timing Report, Sorted By Phase
5: Tranquility Lake Dr/Turnpike (East)

No-Build PM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	21	85	40	24	18	88	64
Maximum Split (%)	12.4%	50.0%	23.5%	14.1%	10.6%	51.8%	37.6%
Minimum Split (s)	11	43	38.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	25	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	166	17	102	142	166	14	102
End Time (s)	17	102	142	166	14	102	166
Yield/Force Off (s)	10	95	135.5	159	7	95	159
Yield/Force Off 170(s)	10	70	110.5	149	7	78	137
Local Start Time (s)	149	0	85	125	149	167	85
Local Yield (s)	163	78	118.5	142	160	78	142
Local Yield 170(s)	163	53	93.5	132	160	61	120

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 17 (10%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East)



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd

No-Build PM

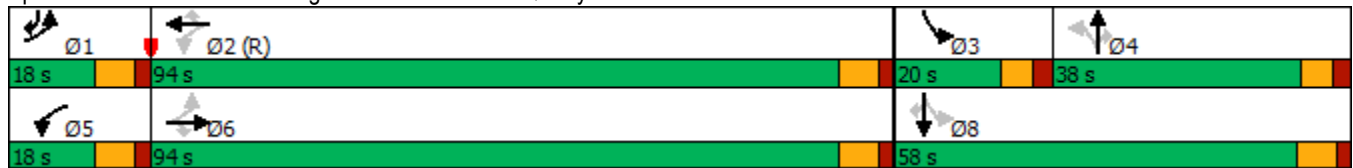


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	18	94	20	38	18	94	58
Maximum Split (%)	10.6%	55.3%	11.8%	22.4%	10.6%	55.3%	34.1%
Minimum Split (s)	11	34	12.5	36.5	11	37	13.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	2.5	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	11	29	123	143	11	29	123
End Time (s)	29	123	143	11	29	123	11
Yield/Force Off (s)	22	116	136.5	4.5	22	116	4
Yield/Force Off 170(s)	22	96	136.5	151.5	22	93	4
Local Start Time (s)	152	0	94	114	152	0	94
Local Yield (s)	163	87	107.5	145.5	163	87	145
Local Yield 170(s)	163	67	107.5	122.5	163	64	145

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 29 (17%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd



Timing Report, Sorted By Phase
16: Hagen Ranch Rd

No-Build PM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	45	84	129	41
Maximum Split (%)	26.5%	49.4%	75.9%	24.1%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	59	104	59	18
End Time (s)	104	18	18	59
Yield/Force Off (s)	97	11	11	52
Yield/Force Off 170(s)	97	156	11	26
Local Start Time (s)	125	0	125	84
Local Yield (s)	163	77	77	118
Local Yield 170(s)	163	52	77	92

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 104 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way

No-Build PM

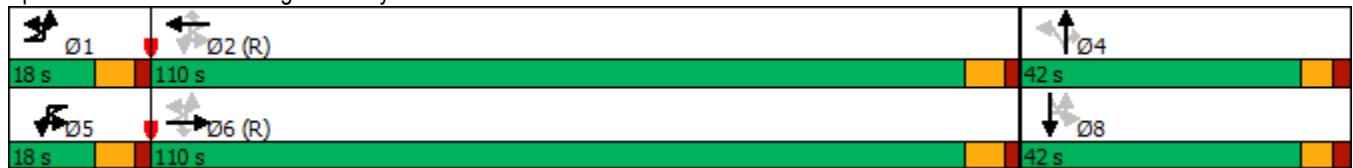


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18	110	42	18	110	42
Maximum Split (%)	10.6%	64.7%	24.7%	10.6%	64.7%	24.7%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92	110	50	92	110	50
End Time (s)	110	50	92	110	50	92
Yield/Force Off (s)	103	43	85.5	103	43	85.5
Yield/Force Off 170(s)	103	20	85.5	103	20	62.5
Local Start Time (s)	152	0	110	152	0	110
Local Yield (s)	163	103	145.5	163	103	145.5
Local Yield 170(s)	163	80	145.5	163	80	122.5

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 110 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way



Timing Report, Sorted By Phase
24: Cumberland Dr

No-Build PM

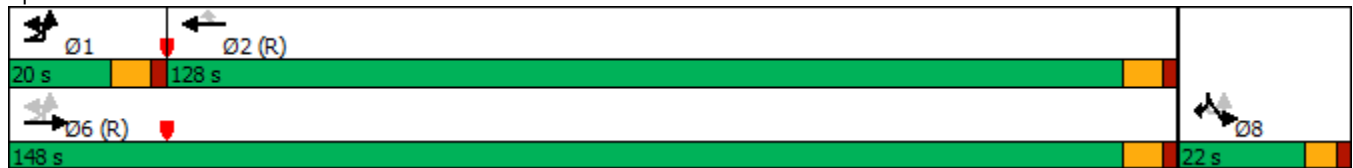


Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	20	128	148	22
Maximum Split (%)	11.8%	75.3%	87.1%	12.9%
Minimum Split (s)	11	42	27	22
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		9
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	86	106	86	64
End Time (s)	106	64	64	86
Yield/Force Off (s)	99	57	57	80
Yield/Force Off 170(s)	99	29	57	71
Local Start Time (s)	150	0	150	128
Local Yield (s)	163	121	121	144
Local Yield 170(s)	163	93	121	135

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 106 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace

No-Build PM

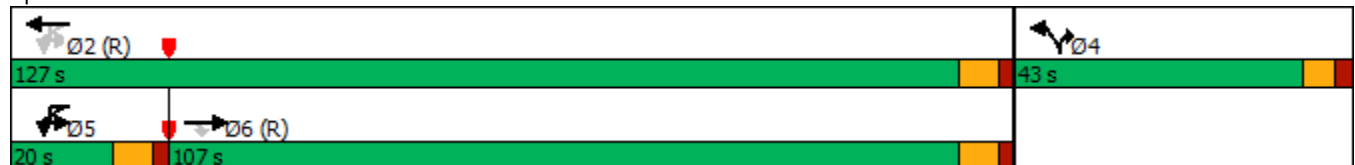


Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	127	43	20	107
Maximum Split (%)	74.7%	25.3%	11.8%	62.9%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	5	132	5	25
End Time (s)	132	5	25	132
Yield/Force Off (s)	125	168.5	18	125
Yield/Force Off 170(s)	125	139.5	18	125
Local Start Time (s)	150	107	150	0
Local Yield (s)	100	143.5	163	100
Local Yield 170(s)	100	114.5	163	100

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 25 (15%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace



Timing Report, Sorted By Phase
32: Jog Rd

No-Build PM

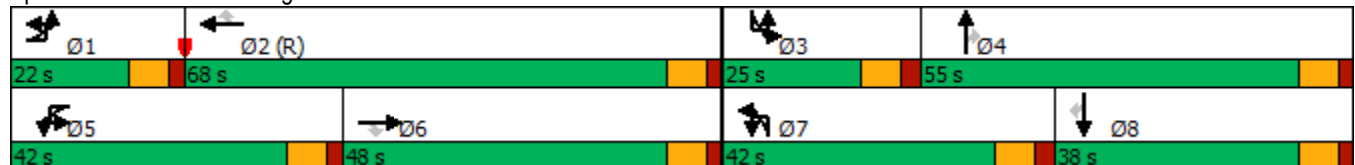


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	22	68	25	55	42	48	42	38
Maximum Split (%)	12.9%	40.0%	14.7%	32.4%	24.7%	28.2%	24.7%	22.4%
Minimum Split (s)	11	46	11.5	46.5	11	46	11.5	38
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	6
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		24
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	43	65	133	158	43	85	133	5
End Time (s)	65	133	158	43	85	133	5	43
Yield/Force Off (s)	58	126	150.5	36	78	126	167.5	36
Yield/Force Off 170(s)	58	94	150.5	4	78	94	167.5	12
Local Start Time (s)	148	0	68	93	148	20	68	110
Local Yield (s)	163	61	85.5	141	13	61	102.5	141
Local Yield 170(s)	163	29	85.5	109	13	29	102.5	117

Intersection Summary

Cycle Length 170
 Control Type Actuated-Coordinated
 Natural Cycle 145
 Offset: 65 (38%), Referenced to phase 2:WBT, Start of Green

Splits and Phases: 32: Jog Rd



APPENDIX H

Build Alternative Synchro Reports (Opening Year 2025 and Design Year 2045)

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Build 2025 AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	290	1306	1000	681	411	165
Future Volume (vph)	290	1306	1000	681	411	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.91	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	5036	5036	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	5036	5036	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	305	1375	1053	717	433	174
RTOR Reduction (vph)	0	0	0	144	0	7
Lane Group Flow (vph)	305	1375	1053	573	433	167
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases		6	2		4	
Actuated Green, G (s)	33.3	122.3	81.0	113.7	25.7	65.0
Effective Green, g (s)	33.3	122.3	81.0	113.7	25.7	65.0
Actuated g/C Ratio	0.21	0.76	0.51	0.71	0.16	0.41
Clearance Time (s)	7.0	6.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	364	3849	2549	1961	546	637
v/s Ratio Prot	c0.17	0.27	c0.21	0.21	c0.13	0.11
v/s Ratio Perm						
v/c Ratio	0.84	0.36	0.41	0.29	0.79	0.26
Uniform Delay, d1	60.8	6.1	24.7	8.5	64.6	31.6
Progression Factor	1.00	1.00	0.10	0.00	1.00	1.00
Incremental Delay, d2	15.4	0.3	0.4	0.0	7.3	0.1
Delay (s)	76.1	6.4	2.7	0.0	71.9	31.6
Level of Service	E	A	A	A	E	C
Approach Delay (s)		19.0	1.6		60.3	
Approach LOS		B	A		E	
























Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group




























HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

Build 2025 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1534	9	17	1531	204	15	7	33	759	3	150
Future Volume (veh/h)	160	1534	9	17	1531	204	15	7	33	759	3	150
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	168	1615	9	18	1612	215	16	7	35	799	3	158
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	276	2742	854	222	2506	780	66	21	54	943	573	487
Arrive On Green	0.12	1.00	1.00	0.03	1.00	1.00	0.03	0.03	0.03	0.24	0.31	0.31
Sat Flow, veh/h	1757	5036	1568	1757	5036	1568	807	612	1568	3408	1845	1568
Grp Volume(v), veh/h	168	1615	9	18	1612	215	23	0	35	799	3	158
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1757	1679	1568	1420	0	1568	1704	1845	1568
Q Serve(g_s), s	7.6	0.0	0.0	0.8	0.7	0.1	1.6	0.0	3.5	35.2	0.2	12.4
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.8	0.7	0.1	2.4	0.0	3.5	35.2	0.2	12.4
Prop In Lane	1.00		1.00	1.00		1.00	0.70		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	2742	854	222	2506	780	87	0	54	943	573	487
V/C Ratio(X)	0.61	0.59	0.01	0.08	0.64	0.28	0.26	0.00	0.64	0.85	0.01	0.32
Avail Cap(c_a), veh/h	356	2742	854	241	2506	780	184	0	167	972	721	612
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.85	0.85	0.85	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	19.0	0.2	0.2	75.6	0.0	76.3	53.9	38.1	42.3
Incr Delay (d2), s/veh	0.7	0.8	0.0	0.0	1.1	0.7	0.6	0.0	4.7	6.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.2	0.0	0.4	0.4	0.2	1.0	0.0	1.6	17.4	0.1	5.4
LnGrp Delay(d),s/veh	16.1	0.8	0.0	19.1	1.3	0.9	76.2	0.0	80.9	60.4	38.1	42.4
LnGrp LOS	B	A	A	B	A	A	E		F	E	D	D
Approach Vol, veh/h		1792			1845			58			960	
Approach Delay, s/veh		2.3			1.4			79.1			57.4	
Approach LOS		A			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	86.6	44.1	12.5	9.2	94.1		56.7				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	17.0	59.5	39.0	17.0	4.0	72.5		62.5				
Max Q Clear Time (g_c+I1), s	9.6	2.7	37.2	5.5	2.8	2.0		14.4				
Green Ext Time (p_c), s	0.1	28.5	0.5	0.1	0.0	27.9		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			14.2									
HCM 2010 LOS			B									

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

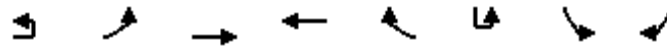
Build 2025 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	73	1987	39	22	1566	86	83	2	103	223	3	223
Future Volume (vph)	73	1987	39	22	1566	86	83	2	103	223	3	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568		1759	1568	1665	1671	1568
Flt Permitted	0.10	1.00	1.00	0.06	1.00	1.00		0.64	1.00	0.51	0.49	1.00
Satd. Flow (perm)	192	5036	1568	111	5036	1568		1185	1568	897	856	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	2092	41	23	1648	91	87	2	108	235	3	235
RTOR Reduction (vph)	0	0	14	0	0	33	0	0	97	0	0	21
Lane Group Flow (vph)	77	2092	27	23	1648	58	0	89	11	120	118	214
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8		8
Actuated Green, G (s)	111.6	104.9	104.9	104.8	101.5	101.5		16.4	16.4	30.8	30.8	37.5
Effective Green, g (s)	111.6	104.9	104.9	104.8	101.5	101.5		16.4	16.4	30.8	30.8	37.5
Actuated g/C Ratio	0.70	0.66	0.66	0.65	0.63	0.63		0.10	0.10	0.19	0.19	0.23
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	199	3301	1028	106	3194	994		121	160	222	217	436
v/s Ratio Prot	0.02	c0.42		0.00	0.33					0.04	c0.04	c0.02
v/s Ratio Perm	0.25		0.02	0.14		0.04		c0.08	0.01	0.07	0.07	0.12
v/c Ratio	0.39	0.63	0.03	0.22	0.52	0.06		0.74	0.07	0.54	0.54	0.49
Uniform Delay, d1	10.7	16.2	9.7	13.0	15.9	11.1		69.7	64.9	56.3	58.3	53.0
Progression Factor	1.24	1.07	1.00	1.18	1.70	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.0	0.3	0.5	0.1		18.0	0.1	2.7	1.5	0.3
Delay (s)	13.6	18.1	9.7	15.7	27.6	11.2		87.7	65.0	59.0	59.8	53.3
Level of Service	B	B	A	B	C	B		F	E	E	E	D
Approach Delay (s)		17.8			26.6			75.2			56.4	
Approach LOS		B			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			27.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		25.0			
Intersection Capacity Utilization			72.1%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

Build 2025 AM Peak

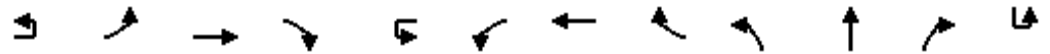


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑	↑		↔	↑
Traffic Volume (vph)	16	301	2168	1090	85	1	221	456
Future Volume (vph)	16	301	2168	1090	85	1	221	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.91	0.91	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	5036	5036	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	5036	5036	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	317	2282	1147	89	1	233	480
RTOR Reduction (vph)	0	0	0	0	46	0	0	14
Lane Group Flow (vph)	0	334	2282	1147	43	0	234	466
Heavy Vehicles (%)	3%	3%	3%	3%	3%	2%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		20.2	103.7	76.5	76.5		42.3	69.5
Effective Green, g (s)		20.2	103.7	76.5	76.5		42.3	69.5
Actuated g/C Ratio		0.13	0.65	0.48	0.48		0.26	0.43
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		429	3263	2407	749		898	681
v/s Ratio Prot		0.10	c0.45	0.23	0.03			
v/s Ratio Perm							0.07	c0.30
v/c Ratio		0.78	0.70	0.48	0.06		0.26	0.68
Uniform Delay, d1		67.7	18.1	28.2	22.4		46.5	36.4
Progression Factor		0.74	1.38	0.40	0.19		1.00	1.00
Incremental Delay, d2		6.8	1.1	0.7	0.1		0.1	2.3
Delay (s)		57.0	26.2	12.1	4.4		46.6	38.7
Level of Service		E	C	B	A		D	D
Approach Delay (s)			30.1	11.5			41.3	
Approach LOS			C	B			D	
Intersection Summary								
HCM 2000 Control Delay			26.8		HCM 2000 Level of Service			C
HCM 2000 Volume to Capacity ratio			0.75					
Actuated Cycle Length (s)			160.0		Sum of lost time (s)			21.0
Intersection Capacity Utilization			75.8%		ICU Level of Service			D
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Build 2025 AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↔	↑↑↑	↗		↔	↑↑↑	↗	↖	↑	↗	
Traffic Volume (vph)	10	68	2217	41	15	29	1096	66	15	8	27	1
Future Volume (vph)	10	68	2217	41	15	29	1096	66	15	8	27	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	5036	1568		1758	5036	1568	1752	1845	1568	
Flt Permitted		0.22	1.00	1.00		0.05	1.00	1.00	0.72	1.00	1.00	
Satd. Flow (perm)		410	5036	1568		96	5036	1568	1319	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	72	2334	43	16	31	1154	69	16	8	28	1
RTOR Reduction (vph)	0	0	0	10	0	0	0	17	0	0	26	0
Lane Group Flow (vph)	0	83	2334	33	0	47	1154	52	16	8	2	0
Heavy Vehicles (%)	3%	3%	3%	3%	2%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		128.6	122.8	122.8		126.4	121.7	121.7	12.0	12.0	12.0	
Effective Green, g (s)		128.6	122.8	122.8		126.4	121.7	121.7	12.0	12.0	12.0	
Actuated g/C Ratio		0.80	0.77	0.77		0.79	0.76	0.76	0.08	0.08	0.08	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		378	3865	1203		124	3830	1192	98	138	117	
v/s Ratio Prot		0.01	c0.46			c0.01	0.23			0.00		
v/s Ratio Perm		0.17		0.02		0.29		0.03	0.01		0.00	
v/c Ratio		0.22	0.60	0.03		0.38	0.30	0.04	0.16	0.06	0.02	
Uniform Delay, d1		3.4	8.1	4.4		6.9	5.9	4.7	69.3	68.7	68.5	
Progression Factor		0.16	0.13	0.01		1.98	1.95	4.46	1.00	1.00	1.00	
Incremental Delay, d2		0.1	0.5	0.0		0.7	0.2	0.1	0.3	0.1	0.0	
Delay (s)		0.6	1.6	0.1		14.4	11.8	21.2	69.6	68.8	68.6	
Level of Service		A	A	A		B	B	C	E	E	E	
Approach Delay (s)			1.5				12.4			68.9		
Approach LOS			A				B			E		
Intersection Summary												
HCM 2000 Control Delay			8.4				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			77.2%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: Legends Way

Build 2025 AM Peak

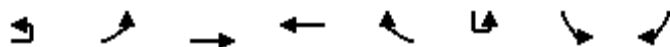


Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	62	10	50
Future Volume (vph)	62	10	50
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.88	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1616	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1388	1616	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	65	11	53
RTOR Reduction (vph)	0	49	0
Lane Group Flow (vph)	66	15	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Actuated Green, G (s)	12.0	12.0	
Effective Green, g (s)	12.0	12.0	
Actuated g/C Ratio	0.08	0.08	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	104	121	
v/s Ratio Prot		0.01	
v/s Ratio Perm	c0.05		
v/c Ratio	0.63	0.12	
Uniform Delay, d1	71.9	69.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	9.0	0.2	
Delay (s)	80.8	69.3	
Level of Service	F	E	
Approach Delay (s)		75.1	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

Build 2025 AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑	↗		↔	↗
Traffic Volume (vph)	46	24	2206	1132	30	1	39	28
Future Volume (vph)	46	24	2206	1132	30	1	39	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Lane Util. Factor		1.00	0.91	0.91	1.00		1.00	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1752	5036	5036	1568		1752	1568
Flt Permitted		0.21	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		380	5036	5036	1568		1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	25	2322	1192	32	1	41	29
RTOR Reduction (vph)	0	0	0	0	7	0	0	28
Lane Group Flow (vph)	0	73	2322	1192	25	0	42	1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot	Prot
Protected Phases	1	1	6	2		8	8	8
Permitted Phases	6	6	6		2			
Actuated Green, G (s)		138.9	138.9	125.5	125.5		8.1	8.1
Effective Green, g (s)		138.9	138.9	125.5	125.5		8.1	8.1
Actuated g/C Ratio		0.87	0.87	0.78	0.78		0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0		3.0	3.0
Lane Grp Cap (vph)		384	4371	3950	1229		88	79
v/s Ratio Prot		0.01	c0.46	0.24			c0.02	0.00
v/s Ratio Perm		0.16			0.02			
v/c Ratio		0.19	0.53	0.30	0.02		0.48	0.02
Uniform Delay, d1		1.9	2.6	4.9	3.8		73.9	72.2
Progression Factor		2.01	3.97	0.30	0.31		1.00	1.00
Incremental Delay, d2		0.2	0.4	0.2	0.0		4.0	0.1
Delay (s)		4.0	10.6	1.6	1.2		77.9	72.3
Level of Service		A	B	A	A		E	E
Approach Delay (s)			10.4	1.6			75.6	
Approach LOS			B	A			E	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Build 2025 AM Peak



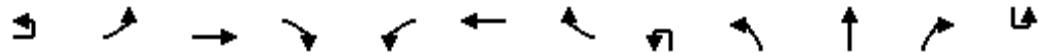
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↓	↑↑↑	↑	↑
Traffic Volume (vph)	2462	29	5	52	1178	34	70
Future Volume (vph)	2462	29	5	52	1178	34	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.91	1.00		1.00	0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5036	1568		1752	5036	1752	1568
Flt Permitted	1.00	1.00		0.04	1.00	0.95	1.00
Satd. Flow (perm)	5036	1568		66	5036	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	2592	31	3	27	1736	36	74
RTOR Reduction (vph)	0	4	0	0	0	0	49
Lane Group Flow (vph)	2592	27	0	30	1736	36	25
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2			
Actuated Green, G (s)	126.8	126.8		137.5	137.5	9.0	9.0
Effective Green, g (s)	126.8	126.8		137.5	137.5	9.0	9.0
Actuated g/C Ratio	0.79	0.79		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3991	1242		95	4327	98	88
v/s Ratio Prot	c0.51			0.01	c0.34	c0.02	0.02
v/s Ratio Perm		0.02		0.26			
v/c Ratio	0.65	0.02		0.32	0.40	0.37	0.28
Uniform Delay, d1	7.1	3.5		8.0	2.4	72.8	72.4
Progression Factor	0.37	0.12		6.75	0.47	1.00	1.00
Incremental Delay, d2	0.7	0.0		1.8	0.3	2.3	1.8
Delay (s)	3.4	0.5		55.8	1.4	75.1	74.2
Level of Service	A	A		E	A	E	E
Approach Delay (s)	3.3				2.3	74.5	
Approach LOS	A				A	E	

Intersection Summary

HCM 2000 Control Delay	4.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

Build 2025 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↘↗	↑↑↑	↗↘	↘↗	↑↑↑	↗		↘↗	↑↑↑	↗	
Traffic Volume (vph)	8	179	1522	865	301	636	124	2	322	488	287	5
Future Volume (vph)	8	179	1522	865	301	636	124	2	322	488	287	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.97	0.91	0.88	0.97	0.91	1.00		0.97	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3400	5036	2760	3400	5036	1547		3400	5036	1568	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3400	5036	2760	3400	5036	1547		3400	5036	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	188	1602	911	317	669	131	2	339	514	302	5
RTOR Reduction (vph)	0	0	0	283	0	0	88	0	0	0	143	0
Lane Group Flow (vph)	0	196	1602	628	317	669	43	0	341	514	159	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		13.6	51.5	51.5	15.0	52.9	52.9		17.0	47.6	47.6	
Effective Green, g (s)		13.6	51.5	51.5	15.0	52.9	52.9		17.0	47.6	47.6	
Actuated g/C Ratio		0.08	0.32	0.32	0.09	0.33	0.33		0.11	0.30	0.30	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		289	1620	888	318	1665	511		361	1498	466	
v/s Ratio Prot		0.06	c0.32		c0.09	0.13			c0.10	0.10		
v/s Ratio Perm				0.23			0.03					0.10
v/c Ratio		0.68	0.99	0.71	1.00	0.40	0.08		0.94	0.34	0.34	
Uniform Delay, d1		71.1	54.0	47.6	72.5	41.3	36.9		71.0	44.0	44.0	
Progression Factor		1.12	1.14	1.33	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		4.9	17.1	2.1	49.3	0.7	0.3		33.0	0.1	0.4	
Delay (s)		84.7	78.9	65.6	121.8	42.1	37.2		104.1	44.1	44.4	
Level of Service		F	E	E	F	D	D		F	D	D	
Approach Delay (s)			74.8			64.1				61.9		
Approach LOS			E			E				E		
Intersection Summary												
HCM 2000 Control Delay			70.6			HCM 2000 Level of Service					E	
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)					28.5	
Intersection Capacity Utilization			99.1%			ICU Level of Service					F	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

Build 2025 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	254	1425	182
Future Volume (vph)	254	1425	182
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	267	1500	192
RTOR Reduction (vph)	0	0	134
Lane Group Flow (vph)	272	1500	58
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	17.4	48.0	48.0
Effective Green, g (s)	17.4	48.0	48.0
Actuated g/C Ratio	0.11	0.30	0.30
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	369	1510	470
v/s Ratio Prot	0.08	c0.30	
v/s Ratio Perm			0.04
v/c Ratio	0.74	0.99	0.12
Uniform Delay, d1	69.1	55.8	40.7
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	7.5	21.5	0.1
Delay (s)	76.6	77.3	40.8
Level of Service	E	E	D
Approach Delay (s)		73.6	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Build 2025 PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	1145	1175	744	142	126
Future Volume (vph)	195	1145	1175	744	142	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.91	0.88	0.97	1.00
Fr _t	1.00	1.00	1.00	0.85	1.00	0.85
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	5036	5036	2760	3400	1568
Fl _t Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	5036	5036	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	1205	1237	783	149	133
RTOR Reduction (vph)	0	0	0	144	0	12
Lane Group Flow (vph)	205	1205	1237	639	149	121
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases						
Actuated Green, G (s)	25.3	141.8	109.5	131.7	15.2	46.5
Effective Green, g (s)	25.3	141.8	109.5	131.7	15.2	46.5
Actuated g/C Ratio	0.15	0.83	0.64	0.77	0.09	0.27
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	260	4200	3243	2138	304	428
v/s Ratio Prot	c0.12	0.24	c0.25	0.23	c0.04	0.08
v/s Ratio Perm						
v/c Ratio	0.79	0.29	0.38	0.30	0.49	0.28
Uniform Delay, d ₁	69.8	3.1	14.3	5.6	73.7	48.6
Progression Factor	1.00	1.00	0.18	0.74	1.00	1.00
Incremental Delay, d ₂	14.6	0.2	0.3	0.0	0.5	0.1
Delay (s)	84.4	3.2	2.8	4.2	74.2	48.7
Level of Service	F	A	A	A	E	D
Approach Delay (s)		15.0	3.3		62.2	
Approach LOS		B	A		E	
























Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 Signalized Intersection Summary
5: Tranquility Lake Dr/Turnpike (East)

Build 2025 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1164	12	30	1720	238	7	2	26	689	7	217
Future Volume (veh/h)	126	1164	12	30	1720	238	7	2	26	689	7	217
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	133	1225	13	32	1811	251	7	2	27	725	7	228
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	2941	916	321	2802	872	62	13	45	852	506	430
Arrive On Green	0.09	1.00	1.00	0.04	1.00	1.00	0.03	0.03	0.03	0.21	0.27	0.27
Sat Flow, veh/h	1757	5036	1568	1757	5036	1568	852	453	1568	3408	1845	1568
Grp Volume(v), veh/h	133	1225	13	32	1811	251	9	0	27	725	7	228
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1757	1679	1568	1305	0	1568	1704	1845	1568
Q Serve(g_s), s	5.7	0.0	0.0	1.3	0.0	0.0	0.4	0.0	2.9	34.6	0.5	21.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	1.3	0.0	0.0	0.9	0.0	2.9	34.6	0.5	21.0
Prop In Lane	1.00		1.00	1.00		1.00	0.78		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2941	916	321	2802	872	75	0	45	852	506	430
V/C Ratio(X)	0.57	0.42	0.01	0.10	0.65	0.29	0.12	0.00	0.60	0.85	0.01	0.53
Avail Cap(c_a), veh/h	329	2941	916	330	2802	872	163	0	157	852	637	541
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.80	0.80	0.80	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	15.4	0.0	0.0	80.6	0.0	81.6	61.1	45.0	52.4
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.0	0.9	0.7	0.3	0.0	4.6	7.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.1	0.0	0.7	0.2	0.2	0.4	0.0	1.3	17.1	0.2	9.1
LnGrp Delay(d),s/veh	14.7	0.4	0.0	15.4	0.9	0.7	80.8	0.0	86.2	69.0	45.0	52.8
LnGrp LOS	B	A	A	B	A	A	F		F	E	D	D
Approach Vol, veh/h		1371			2094			36			960	
Approach Delay, s/veh		1.8			1.1			84.8			65.0	
Approach LOS		A			A			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	101.6	41.7	11.9	10.1	106.3		53.6				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	17.0	73.3	35.2	17.0	4.0	86.3		58.7				
Max Q Clear Time (g_c+I1), s	7.7	2.0	36.6	4.9	3.3	2.0		23.0				
Green Ext Time (p_c), s	0.1	38.5	0.0	0.0	0.0	17.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			15.7									
HCM 2010 LOS			B									

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

Build 2025 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗		↘	↗	↘	↗	↗
Traffic Volume (vph)	154	1651	21	51	1894	187	17	1	29	115	2	112
Future Volume (vph)	154	1651	21	51	1894	187	17	1	29	115	2	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568		1761	1568	1665	1672	1568
Flt Permitted	0.07	1.00	1.00	0.12	1.00	1.00		0.69	1.00	0.34	0.33	1.00
Satd. Flow (perm)	122	5036	1568	219	5036	1568		1274	1568	604	583	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	162	1738	22	54	1994	197	18	1	31	121	2	118
RTOR Reduction (vph)	0	0	6	0	0	51	0	0	30	0	0	21
Lane Group Flow (vph)	162	1738	16	54	1994	146	0	19	1	62	61	97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8	8	8
Actuated Green, G (s)	137.5	125.9	125.9	119.6	115.0	115.0		6.1	6.1	18.5	18.5	34.0
Effective Green, g (s)	137.5	125.9	125.9	119.6	115.0	115.0		6.1	6.1	18.5	18.5	34.0
Actuated g/C Ratio	0.81	0.74	0.74	0.70	0.68	0.68		0.04	0.04	0.11	0.11	0.20
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	247	3729	1161	195	3406	1060		45	56	105	104	378
v/s Ratio Prot	c0.06	0.35		0.01	0.40					c0.02	0.02	0.02
v/s Ratio Perm	c0.47		0.01	0.19		0.09		0.01	0.00	c0.04	0.04	0.04
v/c Ratio	0.66	0.47	0.01	0.28	0.59	0.14		0.42	0.02	0.59	0.59	0.26
Uniform Delay, d1	31.1	8.7	5.8	7.9	14.7	9.8		80.2	79.1	70.2	72.1	57.3
Progression Factor	1.56	1.50	1.00	1.73	1.99	3.46		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	0.3	0.0	0.2	0.6	0.2		2.3	0.1	5.8	5.3	0.1
Delay (s)	52.4	13.4	5.8	13.8	29.8	34.2		82.5	79.1	76.0	77.5	57.5
Level of Service	D	B	A	B	C	C		F	E	E	E	E
Approach Delay (s)		16.6			29.8			80.4			67.3	
Approach LOS		B			C			F			E	

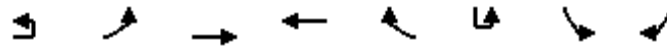
Intersection Summary

HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

Build 2025 PM Peak

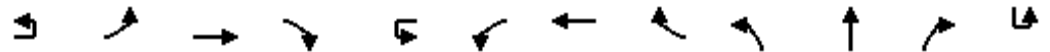


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔↔	↑↑↑	↑↑↑	↔		↔↔	↔
Traffic Volume (vph)	7	396	1315	1672	155	1	147	404
Future Volume (vph)	7	396	1315	1672	155	1	147	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.91	0.91	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	5036	5036	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	5036	5036	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	417	1384	1760	163	1	155	425
RTOR Reduction (vph)	0	0	0	0	80	0	0	4
Lane Group Flow (vph)	0	424	1384	1760	83	0	156	421
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8
Actuated Green, G (s)		25.4	118.6	86.2	86.2		37.4	69.8
Effective Green, g (s)		25.4	118.6	86.2	86.2		37.4	69.8
Actuated g/C Ratio		0.15	0.70	0.51	0.51		0.22	0.41
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	2.0
Lane Grp Cap (vph)		508	3513	2553	795		748	643
v/s Ratio Prot		c0.12	0.27	c0.35	0.05			
v/s Ratio Perm							0.05	c0.27
v/c Ratio		0.83	0.39	0.69	0.10		0.21	0.66
Uniform Delay, d1		70.3	10.7	31.8	21.8		54.2	40.4
Progression Factor		0.71	2.44	0.52	0.26		1.00	1.00
Incremental Delay, d2		9.9	0.3	1.4	0.2		0.1	1.8
Delay (s)		60.2	26.4	18.0	6.0		54.3	42.2
Level of Service		E	C	B	A		D	D
Approach Delay (s)			34.3	17.0			45.5	
Approach LOS			C	B			D	
Intersection Summary								
HCM 2000 Control Delay			28.1			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.73					
Actuated Cycle Length (s)			170.0			Sum of lost time (s)		21.0
Intersection Capacity Utilization			86.3%			ICU Level of Service		E
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Build 2025 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	5	56	1462	26	17	24	1640	93	35	12	46	1
Future Volume (vph)	5	56	1462	26	17	24	1640	93	35	12	46	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	5036	1568		1752	5036	1568	1752	1845	1568	
Flt Permitted		0.11	1.00	1.00		0.14	1.00	1.00	0.50	1.00	1.00	
Satd. Flow (perm)		196	5036	1568		257	5036	1568	927	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	59	1539	27	18	25	1726	98	37	13	48	1
RTOR Reduction (vph)	0	0	0	7	0	0	0	24	0	0	42	0
Lane Group Flow (vph)	0	64	1539	20	0	43	1726	74	37	13	6	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4	4	4	8
Actuated Green, G (s)		129.3	123.4	123.4		126.5	122.0	122.0	21.6	21.6	21.6	
Effective Green, g (s)		129.3	123.4	123.4		126.5	122.0	122.0	21.6	21.6	21.6	
Actuated g/C Ratio		0.76	0.73	0.73		0.74	0.72	0.72	0.13	0.13	0.13	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		203	3655	1138		230	3614	1125	117	234	199	
v/s Ratio Prot		c0.01	0.31			0.00	c0.34			0.01		
v/s Ratio Perm		0.23		0.01		0.13		0.05	0.04		0.00	
v/c Ratio		0.32	0.42	0.02		0.19	0.48	0.07	0.32	0.06	0.03	
Uniform Delay, d1		6.7	9.2	6.5		6.3	10.3	7.1	67.5	65.2	65.0	
Progression Factor		1.73	0.93	1.00		1.18	1.15	2.08	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.3	0.0		0.1	0.4	0.1	0.6	0.0	0.0	
Delay (s)		11.9	8.9	6.5		7.5	12.3	14.9	68.1	65.3	65.0	
Level of Service		B	A	A		A	B	B	E	E	E	
Approach Delay (s)			9.0				12.3			66.2		
Approach LOS			A				B			E		
Intersection Summary												
HCM 2000 Control Delay			17.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			70.3%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

Build 2025 PM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	131	15	112
Future Volume (vph)	131	15	112
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.87	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1601	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1382	1601	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	138	16	118
RTOR Reduction (vph)	0	99	0
Lane Group Flow (vph)	139	35	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	21.6	21.6	
Effective Green, g (s)	21.6	21.6	
Actuated g/C Ratio	0.13	0.13	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	175	203	
v/s Ratio Prot		0.02	
v/s Ratio Perm	c0.10		
v/c Ratio	0.79	0.17	
Uniform Delay, d1	72.0	66.2	
Progression Factor	1.00	1.00	
Incremental Delay, d2	20.2	0.1	
Delay (s)	92.3	66.4	
Level of Service	F	E	
Approach Delay (s)		79.6	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

Build 2025 PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	31	40	1455	1694	37	50	39
Future Volume (vph)	31	40	1455	1694	37	50	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor		1.00	0.91	0.91	1.00	1.00	1.00
Frt		1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1752	5036	5036	1568	1752	1568
Flt Permitted		0.10	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		189	5036	5036	1568	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	42	1532	1783	39	53	41
RTOR Reduction (vph)	0	0	0	0	8	0	39
Lane Group Flow (vph)	0	75	1532	1783	31	53	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	1	6	2		8	8
Permitted Phases	6	6	6		2	8	8
Actuated Green, G (s)		147.8	147.8	134.3	134.3	9.2	9.2
Effective Green, g (s)		147.8	147.8	134.3	134.3	9.2	9.2
Actuated g/C Ratio		0.87	0.87	0.79	0.79	0.05	0.05
Clearance Time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0	3.0	3.0
Lane Grp Cap (vph)		224	4378	3978	1238	94	84
v/s Ratio Prot		0.01	c0.30	c0.35		c0.03	0.00
v/s Ratio Perm		0.28			0.02		
v/c Ratio		0.33	0.35	0.45	0.02	0.56	0.03
Uniform Delay, d1		3.4	2.1	5.8	3.8	78.4	76.2
Progression Factor		4.46	0.24	0.32	0.35	1.00	1.00
Incremental Delay, d2		0.8	0.2	0.3	0.0	7.5	0.1
Delay (s)		15.8	0.7	2.1	1.3	86.0	76.3
Level of Service		B	A	A	A	F	E
Approach Delay (s)			1.4	2.1		81.7	
Approach LOS			A	A		F	

Intersection Summary

HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Build 2025 PM Peak

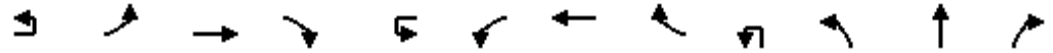


Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↓	↑↑↑	↓	↑
Traffic Volume (vph)	1615	39	2	70	1858	48	78
Future Volume (vph)	1615	39	2	70	1858	48	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.91	1.00		1.00	0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5036	1568		1752	5036	1752	1568
Flt Permitted	1.00	1.00		0.11	1.00	0.95	1.00
Satd. Flow (perm)	5036	1568		209	5036	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	1700	41	1	37	2738	51	82
RTOR Reduction (vph)	0	8	0	0	0	0	71
Lane Group Flow (vph)	1700	33	0	38	2738	51	11
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	134.3	134.3		146.2	146.2	10.3	10.3
Effective Green, g (s)	134.3	134.3		146.2	146.2	10.3	10.3
Actuated g/C Ratio	0.79	0.79		0.86	0.86	0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3978	1238		224	4330	106	95
v/s Ratio Prot	0.34			0.00	c0.54	c0.03	0.01
v/s Ratio Perm		0.02		0.14			
v/c Ratio	0.43	0.03		0.17	0.63	0.48	0.11
Uniform Delay, d1	5.7	3.8		2.9	3.7	77.3	75.5
Progression Factor	2.73	3.03		1.11	1.91	1.00	1.00
Incremental Delay, d2	0.3	0.0		0.3	0.6	3.4	0.5
Delay (s)	15.8	11.6		3.6	7.5	80.7	76.0
Level of Service	B	B		A	A	F	E
Approach Delay (s)	15.7				7.5	77.8	
Approach LOS	B				A	E	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd

Build 2025 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↔↔	↑↑↑	↔↔		↔↔	↑↑↑	↔		↔↔	↑↑↑	↔
Traffic Volume (vph)	29	259	1050	397	6	261	1182	324	5	653	1211	287
Future Volume (vph)	29	259	1050	397	6	261	1182	324	5	653	1211	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	0.88		0.97	0.91	1.00		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	2760		3400	5036	1547		3400	5036	1568
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	2760		3400	5036	1547		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	31	273	1105	418	6	275	1244	341	5	687	1275	302
RTOR Reduction (vph)	0	0	0	270	0	0	0	157	0	0	0	155
Lane Group Flow (vph)	0	304	1105	148	0	281	1244	184	0	692	1275	147
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		18.4	54.2	54.2		18.6	54.4	54.4		38.4	52.1	52.1
Effective Green, g (s)		18.4	54.2	54.2		18.6	54.4	54.4		38.4	52.1	52.1
Actuated g/C Ratio		0.11	0.32	0.32		0.11	0.32	0.32		0.23	0.31	0.31
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		368	1605	879		372	1611	495		768	1543	480
v/s Ratio Prot		c0.09	0.22			0.08	c0.25			c0.20	c0.25	
v/s Ratio Perm				0.05				0.12				0.09
v/c Ratio		0.83	0.69	0.17		0.76	0.77	0.37		0.90	0.83	0.31
Uniform Delay, d1		74.2	50.5	41.7		73.5	52.2	44.6		64.0	54.7	45.1
Progression Factor		0.76	0.87	2.55		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.2	1.2	0.1		8.5	3.7	2.1		13.7	3.8	0.4
Delay (s)		69.8	45.1	106.4		82.0	55.9	46.7		77.7	58.5	45.5
Level of Service		E	D	F		F	E	D		E	E	D
Approach Delay (s)			63.2				58.1				62.6	
Approach LOS			E				E				E	
Intersection Summary												
HCM 2000 Control Delay			62.6				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			28.5		
Intersection Capacity Utilization			95.0%				ICU Level of Service			F		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Build 2025 PM Peak



Movement	SBU	SBL	SBT	SBR
Lane Configurations		⇐⇐	⇑⇑⇑	⇑
Traffic Volume (vph)	3	247	515	152
Future Volume (vph)	3	247	515	152
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	1568
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	260	542	160
RTOR Reduction (vph)	0	0	0	131
Lane Group Flow (vph)	0	263	542	29
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		16.6	30.3	30.3
Effective Green, g (s)		16.6	30.3	30.3
Actuated g/C Ratio		0.10	0.18	0.18
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		332	897	279
v/s Ratio Prot		0.08	0.11	
v/s Ratio Perm				0.02
v/c Ratio		0.79	0.60	0.10
Uniform Delay, d1		75.0	64.3	58.5
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		12.2	1.2	0.2
Delay (s)		87.2	65.5	58.6
Level of Service		F	E	E
Approach Delay (s)			70.3	
Approach LOS			E	
Intersection Summary				

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.5	6.7	34.2	0.28	29.2	B
Tranquility Lake Dr	II	45	23.9	24.8	48.7	0.23	17.0	E
Lexington Club Blvd	II	45	23.9	18.2	42.1	0.22	18.7	D
Hagen Ranch Rd	II	45	34.3	27.2	61.5	0.36	20.9	D
Legends Way	II	45	15.8	1.6	17.4	0.14	29.9	B
Cumberland Dr	II	45	36.2	11.1	47.3	0.38	29.3	B
Seville Terrace	II	45	29.2	3.3	32.5	0.29	32.6	B
Jog Rd	II	45	20.3	78.2	98.5	0.19	6.8	F
Total	II		211.1	171.1	382.2	2.09	19.7	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	42.5	69.9	0.28	14.2	E
Seville Terrace	II	45	20.3	1.5	21.8	0.19	30.8	B
Cumberland Dr	II	45	29.2	1.7	30.9	0.29	34.3	B
Legends Way	II	45	36.2	12.5	48.7	0.38	28.4	B
Hagen Ranch Rd	II	45	15.8	12.6	28.4	0.14	18.3	D
Stone Quarry Rd	II	45	34.3	29.2	63.5	0.36	20.3	D
Turnpike (East)	II	45	23.9	22.3	46.2	0.22	17.1	D
Turnpike (West)	II	45	23.9	2.9	26.8	0.23	30.8	B
Total	II		211.0	125.2	336.2	2.09	22.4	C

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.2	3.5	30.7	0.28	32.3	B
Tranquility Lake Dr	II	45	23.9	17.3	41.2	0.23	20.0	D
Lexington Club Blvd	II	45	23.9	13.4	37.3	0.22	21.1	D
Hagen Ranch Rd	II	45	34.3	26.9	61.2	0.36	21.0	D
Legends Way	II	45	15.8	9.4	25.2	0.14	20.6	D
Cumberland Dr	II	45	36.2	0.7	36.9	0.38	37.5	A
Seville Terrace	II	45	29.2	16.2	45.4	0.29	23.4	C
Jog Rd	II	45	20.3	47.4	67.7	0.19	9.9	F
Total	II		210.8	134.8	345.6	2.09	21.8	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	57.0	84.4	0.28	11.8	F
Seville Terrace	II	45	20.3	8.0	28.3	0.19	23.7	C
Cumberland Dr	II	45	29.2	2.2	31.4	0.29	33.8	B
Legends Way	II	45	36.2	13.1	49.3	0.38	28.1	B
Hagen Ranch Rd	II	45	15.8	18.6	34.4	0.14	15.1	E
Stone Quarry Rd	II	45	34.3	31.2	65.5	0.36	19.6	D
Turnpike (East)	II	45	23.9	9.9	33.8	0.22	23.3	C
Turnpike (West)	II	45	23.9	3.0	26.9	0.23	30.7	B
Total	II		211.0	143.0	354.0	2.09	21.3	D

Timing Report, Sorted By Phase
3: Atlantic Ave & Turnpike (West)

Build 2025 AM

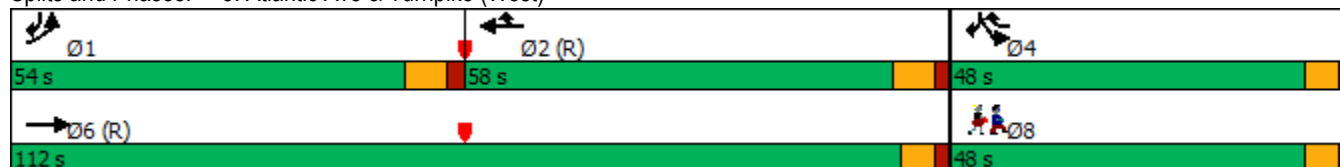


Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	54	58	48	112	48
Maximum Split (%)	33.8%	36.3%	30.0%	70.0%	30.0%
Minimum Split (s)	11	41	44	16	44
Yellow Time (s)	5	5	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	49	103	1	49	1
End Time (s)	103	1	49	1	49
Yield/Force Off (s)	96	154	43	155	43
Yield/Force Off 170(s)	96	127	12	155	12
Local Start Time (s)	106	0	58	106	58
Local Yield (s)	153	51	100	52	100
Local Yield 170(s)	153	24	69	52	69

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 103 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Atlantic Ave & Turnpike (West)



Timing Report, Sorted By Phase
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2025 AM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	24	66.5	45.5	24	11	79.5	69.5
Maximum Split (%)	15.0%	41.6%	28.4%	15.0%	6.9%	49.7%	43.4%
Minimum Split (s)	11	43	45.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	32	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	52	76	142.5	28	52	63	142.5
End Time (s)	76	142.5	28	52	63	142.5	52
Yield/Force Off (s)	69	135.5	21.5	45	56	135.5	45
Yield/Force Off 170(s)	69	110.5	149.5	35	56	118.5	23
Local Start Time (s)	136	0	66.5	112	136	147	66.5
Local Yield (s)	153	59.5	105.5	129	140	59.5	129
Local Yield 170(s)	153	34.5	73.5	119	140	42.5	107

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 76 (48%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave

Build 2025 AM

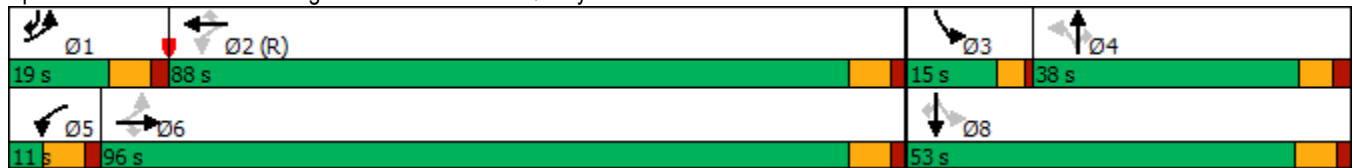


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	19	88	15	38	11	96	53
Maximum Split (%)	11.9%	55.0%	9.4%	23.8%	6.9%	60.0%	33.1%
Minimum Split (s)	11	34	9.5	36.5	11	37	13.5
Yellow Time (s)	5	5	3.5	4	5	5	5
All-Red Time (s)	2	2	1	2.5	2	2	2
Minimum Initial (s)	4	20	5	6	4	20	6
Vehicle Extension (s)	2	4	3	2	2	4	2
Minimum Gap (s)	2	4	3	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	72	91	19	34	72	83	19
End Time (s)	91	19	34	72	83	19	72
Yield/Force Off (s)	84	12	29.5	65.5	76	12	65
Yield/Force Off 170(s)	84	152	29.5	42.5	76	149	65
Local Start Time (s)	141	0	88	103	141	152	88
Local Yield (s)	153	81	98.5	134.5	145	81	134
Local Yield 170(s)	153	61	98.5	111.5	145	58	134

Intersection Summary

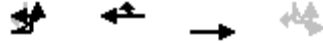
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	105
Offset: 91 (57%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Timing Report, Sorted By Phase
 16: Atlantic Ave & Hagen Ranch Rd

Build 2025 AM

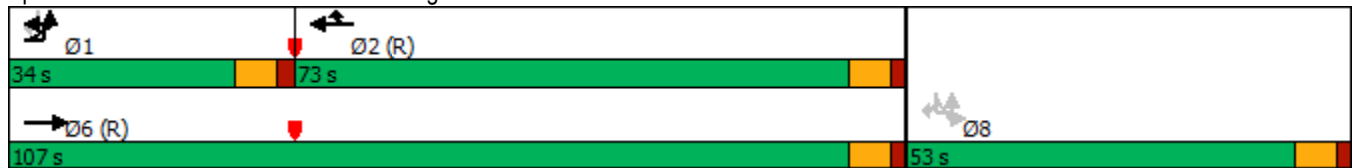


Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	34	73	107	53
Maximum Split (%)	21.3%	45.6%	66.9%	33.1%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	133	7	133	80
End Time (s)	7	80	80	133
Yield/Force Off (s)	0	73	73	126
Yield/Force Off 170(s)	0	48	73	100
Local Start Time (s)	126	0	126	73
Local Yield (s)	153	66	66	119
Local Yield 170(s)	153	41	66	93

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Atlantic Ave & Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way & Atlantic Ave

Build 2025 AM

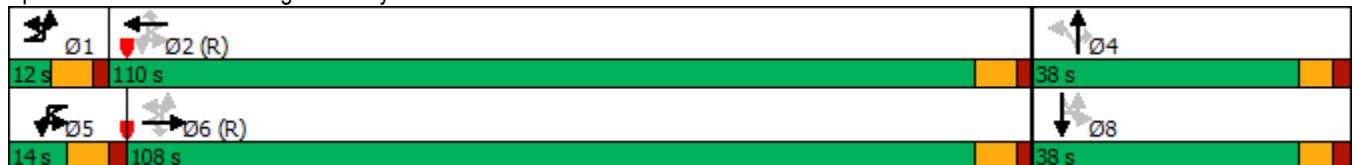


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	12	110	38	14	108	38
Maximum Split (%)	7.5%	68.8%	23.8%	8.8%	67.5%	23.8%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	146	158	108	146	0	108
End Time (s)	158	108	146	0	108	146
Yield/Force Off (s)	151	101	139.5	153	101	139.5
Yield/Force Off 170(s)	151	78	139.5	153	78	116.5
Local Start Time (s)	146	158	108	146	0	108
Local Yield (s)	151	101	139.5	153	101	139.5
Local Yield 170(s)	151	78	139.5	153	78	116.5

Intersection Summary

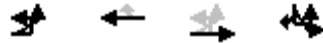
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way & Atlantic Ave



Timing Report, Sorted By Phase
 24: Atlantic Ave & Cumberland Dr

Build 2025 AM

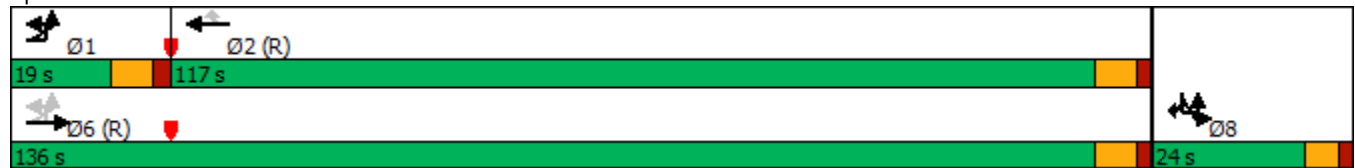


Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	19	117	136	24
Maximum Split (%)	11.9%	73.1%	85.0%	15.0%
Minimum Split (s)	11	42	27	18
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	4
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		0
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	62	81	62	38
End Time (s)	81	38	38	62
Yield/Force Off (s)	74	31	31	56
Yield/Force Off 170(s)	74	3	31	56
Local Start Time (s)	141	0	141	117
Local Yield (s)	153	110	110	135
Local Yield 170(s)	153	82	110	135

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 81 (51%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Atlantic Ave & Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace & Atlantic Ave

Build 2025 AM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	117.5	42.5	12	105.5
Maximum Split (%)	73.4%	26.6%	7.5%	65.9%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	59	16.5	59	71
End Time (s)	16.5	59	71	16.5
Yield/Force Off (s)	9.5	52.5	64	9.5
Yield/Force Off 170(s)	9.5	23.5	64	9.5
Local Start Time (s)	148	105.5	148	0
Local Yield (s)	98.5	141.5	153	98.5
Local Yield 170(s)	98.5	112.5	153	98.5

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 71 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace & Atlantic Ave



Timing Report, Sorted By Phase
32: Jog Rd & Atlantic Ave

Build 2025 AM

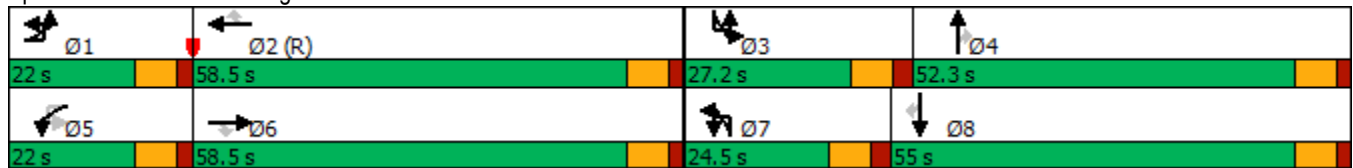


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	22	58.5	27.2	52.3	22	58.5	24.5	55
Maximum Split (%)	13.8%	36.6%	17.0%	32.7%	13.8%	36.6%	15.3%	34.4%
Minimum Split (s)	11	46	11.5	46	11	46	11.5	49
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		35
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	27	49	107.5	134.7	27	49	107.5	132
End Time (s)	49	107.5	134.7	27	49	107.5	132	27
Yield/Force Off (s)	42	100.5	127.2	20	42	100.5	124.5	20
Yield/Force Off 170(s)	42	68.5	127.2	148	42	68.5	124.5	145
Local Start Time (s)	138	0	58.5	85.7	138	0	58.5	83
Local Yield (s)	153	51.5	78.2	131	153	51.5	75.5	131
Local Yield 170(s)	153	19.5	78.2	99	153	19.5	75.5	96

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 49 (31%), Referenced to phase 2:WBT, Start of Green	

Splits and Phases: 32: Jog Rd & Atlantic Ave



Timing Report, Sorted By Phase
3: Atlantic Ave & Turnpike (West)

Build 2025 PM

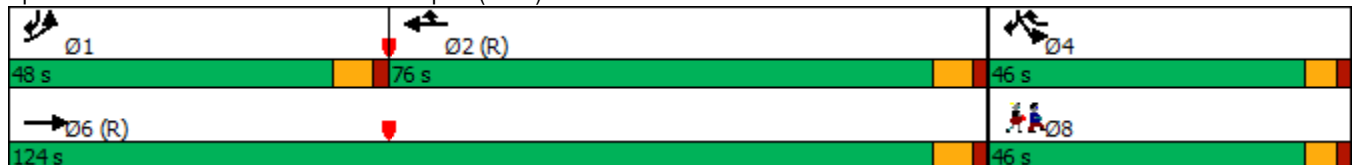


Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	48	76	46	124	46
Maximum Split (%)	28.2%	44.7%	27.1%	72.9%	27.1%
Minimum Split (s)	11	41	44	25	44
Yellow Time (s)	5	5	4	5	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	21	69	145	21	145
End Time (s)	69	145	21	145	21
Yield/Force Off (s)	62	138	15	138	15
Yield/Force Off 170(s)	62	111	154	138	154
Local Start Time (s)	122	0	76	122	76
Local Yield (s)	163	69	116	69	116
Local Yield 170(s)	163	42	85	69	85

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 69 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Atlantic Ave & Turnpike (West)



Timing Report, Sorted By Phase
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2025 PM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	24	80.3	41.7	24	11	93.3	65.7
Maximum Split (%)	14.1%	47.2%	24.5%	14.1%	6.5%	54.9%	38.6%
Minimum Split (s)	11	43	38.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	25	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	163	17	97.3	139	163	4	97.3
End Time (s)	17	97.3	139	163	4	97.3	163
Yield/Force Off (s)	10	90.3	132.5	156	167	90.3	156
Yield/Force Off 170(s)	10	65.3	107.5	146	167	73.3	134
Local Start Time (s)	146	0	80.3	122	146	157	80.3
Local Yield (s)	163	73.3	115.5	139	150	73.3	139
Local Yield 170(s)	163	48.3	90.5	129	150	56.3	117

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 17 (10%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave

Build 2025 PM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	28	92.5	13	36.5	13	107.5	49.5
Maximum Split (%)	16.5%	54.4%	7.6%	21.5%	7.6%	63.2%	29.1%
Minimum Split (s)	11	34	12.5	36.5	11	37	13.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	2.5	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	1	29	121.5	134.5	1	14	121.5
End Time (s)	29	121.5	134.5	1	14	121.5	1
Yield/Force Off (s)	22	114.5	128	164.5	7	114.5	164
Yield/Force Off 170(s)	22	94.5	128	141.5	7	91.5	164
Local Start Time (s)	142	0	92.5	105.5	142	155	92.5
Local Yield (s)	163	85.5	99	135.5	148	85.5	135
Local Yield 170(s)	163	65.5	99	112.5	148	62.5	135

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 29 (17%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Timing Report, Sorted By Phase
 16: Atlantic Ave & Hagen Ranch Rd

Build 2025 PM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	38	86	124	46
Maximum Split (%)	22.4%	50.6%	72.9%	27.1%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	66	104	66	20
End Time (s)	104	20	20	66
Yield/Force Off (s)	97	13	13	59
Yield/Force Off 170(s)	97	158	13	33
Local Start Time (s)	132	0	132	86
Local Yield (s)	163	79	79	125
Local Yield 170(s)	163	54	79	99

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 104 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Atlantic Ave & Hagen Ranch Rd



Timing Report, Sorted By Phase
19: Legends Way & Atlantic Ave

Build 2025 PM

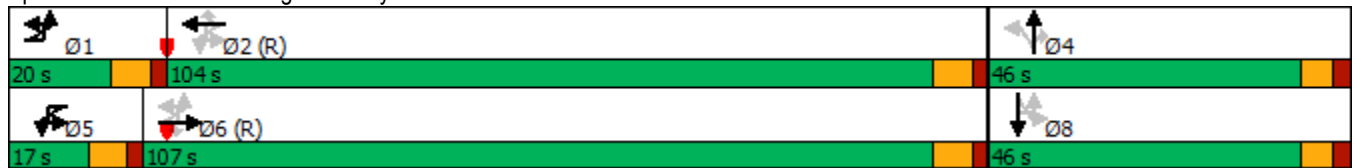


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	20	104	46	17	107	46
Maximum Split (%)	11.8%	61.2%	27.1%	10.0%	62.9%	27.1%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	90	110	44	90	107	44
End Time (s)	110	44	90	107	44	90
Yield/Force Off (s)	103	37	83.5	100	37	83.5
Yield/Force Off 170(s)	103	14	83.5	100	14	60.5
Local Start Time (s)	150	0	104	150	167	104
Local Yield (s)	163	97	143.5	160	97	143.5
Local Yield 170(s)	163	74	143.5	160	74	120.5

Intersection Summary

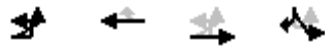
Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 110 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way & Atlantic Ave



Timing Report, Sorted By Phase
 24: Atlantic Ave & Cumberland Dr

Build 2025 PM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	23	118	141	29
Maximum Split (%)	13.5%	69.4%	82.9%	17.1%
Minimum Split (s)	11	42	27	22
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		9
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	83	106	83	54
End Time (s)	106	54	54	83
Yield/Force Off (s)	99	47	47	77
Yield/Force Off 170(s)	99	19	47	68
Local Start Time (s)	147	0	147	118
Local Yield (s)	163	111	111	141
Local Yield 170(s)	163	83	111	132

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 106 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Atlantic Ave & Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace & Atlantic Ave

Build 2025 PM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	127	43	12	115
Maximum Split (%)	74.7%	25.3%	7.1%	67.6%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	13	140	13	25
End Time (s)	140	13	25	140
Yield/Force Off (s)	133	6.5	18	133
Yield/Force Off 170(s)	133	147.5	18	133
Local Start Time (s)	158	115	158	0
Local Yield (s)	108	151.5	163	108
Local Yield 170(s)	108	122.5	163	108

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	105
Offset: 25 (15%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace & Atlantic Ave



Timing Report, Sorted By Phase
32: Jog Rd & Atlantic Ave

Build 2025 PM

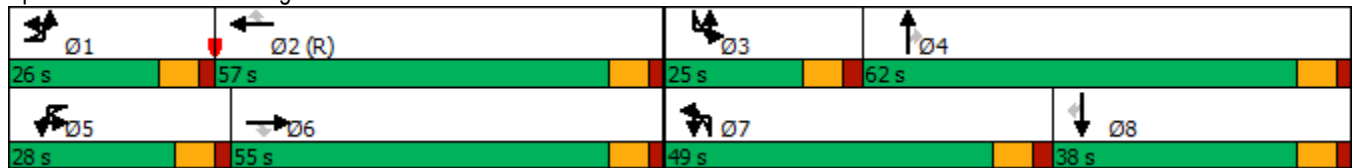


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	26	57	25	62	28	55	49	38
Maximum Split (%)	15.3%	33.5%	14.7%	36.5%	16.5%	32.4%	28.8%	22.4%
Minimum Split (s)	11	46	11.5	46.5	11	46	11.5	38
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	6
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		24
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	65	122	147	39	67	122	1
End Time (s)	65	122	147	39	67	122	1	39
Yield/Force Off (s)	58	115	139.5	32	60	115	163.5	32
Yield/Force Off 170(s)	58	83	139.5	0	60	83	163.5	8
Local Start Time (s)	144	0	57	82	144	2	57	106
Local Yield (s)	163	50	74.5	137	165	50	98.5	137
Local Yield 170(s)	163	18	74.5	105	165	18	98.5	113

Intersection Summary

Cycle Length 170
 Control Type Actuated-Coordinated
 Natural Cycle 135
 Offset: 65 (38%), Referenced to phase 2:WBT, Start of Green

Splits and Phases: 32: Jog Rd & Atlantic Ave



HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Build 2045 AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	378	1682	1285	877	531	214
Future Volume (vph)	378	1682	1285	877	531	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.91	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	5036	5036	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	5036	5036	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	398	1771	1353	923	559	225
RTOR Reduction (vph)	0	0	0	123	0	2
Lane Group Flow (vph)	398	1771	1353	800	559	223
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases		6	2		4	
Actuated Green, G (s)	41.3	115.9	66.6	105.7	32.1	79.4
Effective Green, g (s)	41.3	115.9	66.6	105.7	32.1	79.4
Actuated g/C Ratio	0.26	0.72	0.42	0.66	0.20	0.50
Clearance Time (s)	7.0	6.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	452	3647	2096	1823	682	778
v/s Ratio Prot	c0.23	0.35	c0.27	0.29	c0.16	0.14
v/s Ratio Perm						
v/c Ratio	0.88	0.49	0.65	0.44	0.82	0.29
Uniform Delay, d1	57.0	9.4	37.3	13.0	61.2	23.7
Progression Factor	1.00	1.00	0.24	0.14	1.00	1.00
Incremental Delay, d2	17.8	0.5	0.6	0.0	7.2	0.1
Delay (s)	74.8	9.8	9.6	1.8	68.4	23.8
Level of Service	E	A	A	A	E	C
Approach Delay (s)		21.8	6.5		55.6	
Approach LOS		C	A		E	
























Intersection Summary

HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group
























HCM 2010 Signalized Intersection Summary
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1987	12	28	1954	291	20	11	49	962	6	207
Future Volume (veh/h)	202	1987	12	28	1954	291	20	11	49	962	6	207
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	213	2092	13	29	2057	306	21	12	52	1013	6	218
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	228	2626	818	165	2308	719	69	31	70	980	607	516
Arrive On Green	0.16	1.00	1.00	0.04	0.92	0.92	0.04	0.04	0.04	0.24	0.33	0.33
Sat Flow, veh/h	1757	5036	1568	1757	5036	1568	714	690	1568	3408	1845	1568
Grp Volume(v), veh/h	213	2092	13	29	2057	306	33	0	52	1013	6	218
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1757	1679	1568	1404	0	1568	1704	1845	1568
Q Serve(g_s), s	11.2	0.0	0.0	1.4	29.8	4.3	2.4	0.0	5.2	39.0	0.4	17.3
Cycle Q Clear(g_c), s	11.2	0.0	0.0	1.4	29.8	4.3	3.5	0.0	5.2	39.0	0.4	17.3
Prop In Lane	1.00		1.00	1.00		1.00	0.64		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	2626	818	165	2308	719	100	0	70	980	607	516
V/C Ratio(X)	0.93	0.80	0.02	0.18	0.89	0.43	0.33	0.00	0.74	1.03	0.01	0.42
Avail Cap(c_a), veh/h	228	2626	818	177	2308	719	181	0	167	980	721	612
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.67	0.67	0.67	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	21.9	4.9	3.8	74.5	0.0	75.5	55.6	36.1	41.8
Incr Delay (d2), s/veh	35.7	2.1	0.0	0.1	4.0	1.2	0.7	0.0	5.6	37.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.5	0.0	0.7	13.0	1.9	1.4	0.0	2.4	8.4	0.2	7.6
LnGrp Delay(d),s/veh	66.8	2.1	0.0	22.0	8.8	5.0	75.2	0.0	81.1	93.3	36.1	42.0
LnGrp LOS	E	A	A	C	A	A	E		F	F	D	D
Approach Vol, veh/h		2318			2392			85			1237	
Approach Delay, s/veh		8.0			8.5			78.8			84.0	
Approach LOS		A			A			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	80.3	45.5	14.2	9.9	90.4		59.7				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	63.5	39.0	17.0	4.0	72.5		62.5				
Max Q Clear Time (g_c+I1), s	13.2	31.8	41.0	7.2	3.4	2.0		19.3				
Green Ext Time (p_c), s	0.0	25.9	0.0	0.1	0.0	43.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				24.8								
HCM 2010 LOS				C								

HCM Signalized Intersection Capacity Analysis
 10: Lexington Club Blvd/Stone Quarry Rd

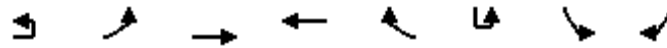
Build 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	2557	49	31	2014	110	109	5	134	290	6	286
Future Volume (vph)	97	2557	49	31	2014	110	109	5	134	290	6	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568		1760	1568	1665	1672	1568
Flt Permitted	0.05	1.00	1.00	0.04	1.00	1.00		0.62	1.00	0.47	0.45	1.00
Satd. Flow (perm)	84	5036	1568	76	5036	1568		1147	1568	819	782	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	2692	52	33	2120	116	115	5	141	305	6	301
RTOR Reduction (vph)	0	0	19	0	0	46	0	0	122	0	0	20
Lane Group Flow (vph)	102	2692	33	33	2120	70	0	120	19	156	155	281
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8		8
Actuated Green, G (s)	111.7	102.2	102.2	100.7	96.7	96.7		21.3	21.3	32.8	32.8	42.3
Effective Green, g (s)	111.7	102.2	102.2	100.7	96.7	96.7		21.3	21.3	32.8	32.8	42.3
Actuated g/C Ratio	0.70	0.64	0.64	0.63	0.60	0.60		0.13	0.13	0.20	0.20	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	4.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	157	3216	1001	89	3043	947		152	208	207	202	483
v/s Ratio Prot	0.04	c0.53		0.01	0.42					0.04	c0.04	c0.03
v/s Ratio Perm	0.42		0.02	0.22		0.04		0.10	0.01	0.12	c0.12	0.14
v/c Ratio	0.65	0.84	0.03	0.37	0.70	0.07		0.79	0.09	0.75	0.77	0.58
Uniform Delay, d1	31.8	22.4	10.7	23.7	21.6	13.1		67.2	60.8	59.6	60.0	51.2
Progression Factor	1.62	1.00	1.00	0.91	1.48	8.47		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	1.4	0.0	0.7	1.0	0.1		21.7	0.1	14.4	14.5	1.2
Delay (s)	55.0	23.8	10.7	22.4	33.1	111.1		88.9	60.9	73.9	74.5	52.3
Level of Service	D	C	B	C	C	F		F	E	E	E	D
Approach Delay (s)		24.7			36.9			73.8			63.4	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			35.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		25.0			
Intersection Capacity Utilization			85.1%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 16: Hagen Ranch Rd

Build 2045 AM Peak

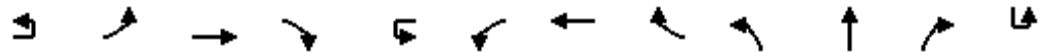


Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↘↗	↑↑↑	↑↑↑	↗		↘↗	↗
Traffic Volume (vph)	22	388	2790	1405	116	1	291	585
Future Volume (vph)	22	388	2790	1405	116	1	291	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.91	0.91	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	5036	5036	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	5036	5036	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	408	2937	1479	122	1	306	616
RTOR Reduction (vph)	0	0	0	0	67	0	0	5
Lane Group Flow (vph)	0	431	2937	1479	55	0	307	611
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		24.5	103.0	71.5	71.5		43.0	74.5
Effective Green, g (s)		24.5	103.0	71.5	71.5		43.0	74.5
Actuated g/C Ratio		0.15	0.64	0.45	0.45		0.27	0.47
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		520	3241	2250	700		913	730
v/s Ratio Prot		0.13	c0.58	0.29	0.03			
v/s Ratio Perm							0.09	c0.39
v/c Ratio		0.83	0.91	0.66	0.08		0.34	0.84
Uniform Delay, d1		65.7	24.4	34.7	25.4		47.0	37.4
Progression Factor		0.89	1.12	0.38	0.19		1.00	1.00
Incremental Delay, d2		6.8	3.3	1.4	0.2		0.1	7.9
Delay (s)		65.6	30.5	14.5	5.0		47.1	45.4
Level of Service		E	C	B	A		D	D
Approach Delay (s)			35.0	13.8			46.0	
Approach LOS			C	B			D	
Intersection Summary								
HCM 2000 Control Delay			31.0			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.96					
Actuated Cycle Length (s)			160.0			Sum of lost time (s)		21.0
Intersection Capacity Utilization			92.6%			ICU Level of Service		F
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Build 2045 AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	14	90	2852	59	29	30	1413	84	20	11	35	1
Future Volume (vph)	14	90	2852	59	29	30	1413	84	20	11	35	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00	1.00	
Flt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	5036	1568		1761	5036	1568	1752	1845	1568	
Flt Permitted		0.15	1.00	1.00		0.03	1.00	1.00	0.68	1.00	1.00	
Satd. Flow (perm)		276	5036	1568		62	5036	1568	1255	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	15	95	3002	62	31	32	1487	88	21	12	37	1
RTOR Reduction (vph)	0	0	0	16	0	0	0	23	0	0	34	0
Lane Group Flow (vph)	0	110	3002	46	0	63	1487	65	21	12	3	0
Heavy Vehicles (%)	3%	3%	3%	3%	2%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		125.2	118.8	118.8		125.6	119.0	119.0	14.1	14.1	14.1	
Effective Green, g (s)		125.2	118.8	118.8		125.6	119.0	119.0	14.1	14.1	14.1	
Actuated g/C Ratio		0.78	0.74	0.74		0.78	0.74	0.74	0.09	0.09	0.09	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		275	3739	1164		118	3745	1166	110	162	138	
v/s Ratio Prot		0.02	c0.60			c0.02	0.30			0.01		
v/s Ratio Perm		0.30		0.03		0.39		0.04	0.02		0.00	
v/c Ratio		0.40	0.80	0.04		0.53	0.40	0.06	0.19	0.07	0.02	
Uniform Delay, d1		4.6	13.1	5.5		25.9	7.5	5.5	67.7	67.0	66.7	
Progression Factor		0.54	0.31	0.06		0.88	1.91	4.43	1.00	1.00	1.00	
Incremental Delay, d2		0.2	1.0	0.0		2.2	0.3	0.1	0.3	0.1	0.0	
Delay (s)		2.7	5.0	0.3		24.9	14.6	24.4	68.0	67.0	66.7	
Level of Service		A	A	A		C	B	C	E	E	E	
Approach Delay (s)			4.9				15.5			67.1		
Approach LOS			A				B			E		
Intersection Summary												
HCM 2000 Control Delay			11.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)				20.5	
Intersection Capacity Utilization			90.4%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

19: Legends Way

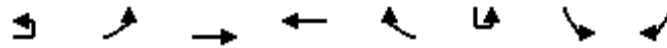
Build 2045 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	79	13	65
Future Volume (vph)	79	13	65
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.88	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1615	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1383	1615	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	83	14	68
RTOR Reduction (vph)	0	62	0
Lane Group Flow (vph)	84	20	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Actuated Green, G (s)	14.1	14.1	
Effective Green, g (s)	14.1	14.1	
Actuated g/C Ratio	0.09	0.09	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	121	142	
v/s Ratio Prot		0.01	
v/s Ratio Perm	c0.06		
v/c Ratio	0.69	0.14	
Uniform Delay, d1	70.9	67.4	
Progression Factor	1.00	1.00	
Incremental Delay, d2	13.0	0.2	
Delay (s)	83.9	67.5	
Level of Service	F	E	
Approach Delay (s)		75.8	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
24: Cumberland Dr

Build 2045 AM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↑↑↑	↑↑↑	↗		↔	↗
Traffic Volume (vph)	58	31	2841	1460	30	1	51	38
Future Volume (vph)	58	31	2841	1460	30	1	51	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Lane Util. Factor		1.00	0.91	0.91	1.00		1.00	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		1752	5036	5036	1568		1752	1568
Flt Permitted		0.14	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		252	5036	5036	1568		1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	61	33	2991	1537	32	1	54	40
RTOR Reduction (vph)	0	0	0	0	7	0	0	38
Lane Group Flow (vph)	0	94	2991	1537	25	0	55	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot	Prot
Protected Phases	1	1	6	2		8	8	8
Permitted Phases	6	6	6		2			
Actuated Green, G (s)		138.0	138.0	124.2	124.2		9.0	9.0
Effective Green, g (s)		138.0	138.0	124.2	124.2		9.0	9.0
Actuated g/C Ratio		0.86	0.86	0.78	0.78		0.06	0.06
Clearance Time (s)		7.0	7.0	7.0	7.0		6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0		3.0	3.0
Lane Grp Cap (vph)		281	4343	3909	1217		98	88
v/s Ratio Prot		0.01	c0.59	0.31			c0.03	0.00
v/s Ratio Perm		0.27			0.02			
v/c Ratio		0.33	0.69	0.39	0.02		0.56	0.03
Uniform Delay, d1		2.8	3.7	5.8	4.1		73.6	71.4
Progression Factor		1.58	3.28	0.32	0.36		1.00	1.00
Incremental Delay, d2		0.4	0.6	0.3	0.0		7.2	0.1
Delay (s)		4.9	12.8	2.1	1.5		80.7	71.5
Level of Service		A	B	A	A		F	E
Approach Delay (s)			12.5	2.1			76.8	
Approach LOS			B	A			E	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Build 2045 AM Peak



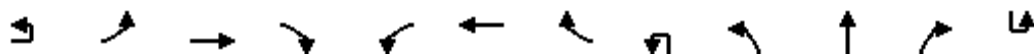
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↓	↑↑↑	↓	↑
Traffic Volume (vph)	3176	40	6	60	1515	44	89
Future Volume (vph)	3176	40	6	60	1515	44	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.91	1.00		1.00	0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5036	1568		1752	5036	1752	1568
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	5036	1568		57	5036	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	3343	42	3	32	2233	46	94
RTOR Reduction (vph)	0	5	0	0	0	0	36
Lane Group Flow (vph)	3343	37	0	35	2233	46	58
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2			
Actuated Green, G (s)	123.4	123.4		135.3	135.3	11.2	11.2
Effective Green, g (s)	123.4	123.4		135.3	135.3	11.2	11.2
Actuated g/C Ratio	0.77	0.77		0.85	0.85	0.07	0.07
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3884	1209		100	4258	122	109
v/s Ratio Prot	c0.66			0.01	c0.44	0.03	c0.04
v/s Ratio Perm		0.02		0.29			
v/c Ratio	0.86	0.03		0.35	0.52	0.38	0.53
Uniform Delay, d1	12.5	4.3		27.2	3.4	71.1	71.9
Progression Factor	0.40	0.34		2.31	0.35	1.00	1.00
Incremental Delay, d2	2.2	0.0		1.9	0.4	2.0	4.6
Delay (s)	7.2	1.5		64.6	1.6	73.0	76.4
Level of Service	A	A		E	A	E	E
Approach Delay (s)	7.1				2.6	75.3	
Approach LOS	A				A	E	

Intersection Summary			
HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Build 2045 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		⇌	⇌⇌	⇌	⇌	⇌⇌	⇌		⇌	⇌⇌	⇌	
Traffic Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Future Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.97	0.91	0.88	0.97	0.91	1.00		0.97	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3400	5036	2760	3400	5036	1547		3400	5036	1568	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3400	5036	2760	3400	5036	1547		3400	5036	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	268	2001	1203	435	823	175	3	443	624	413	7
RTOR Reduction (vph)	0	0	0	332	0	0	110	0	0	0	120	0
Lane Group Flow (vph)	0	281	2001	871	435	823	65	0	446	624	293	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		12.0	53.0	53.0	18.0	59.0	59.0		18.5	39.7	39.7	
Effective Green, g (s)		12.0	53.0	53.0	18.0	59.0	59.0		18.5	39.7	39.7	
Actuated g/C Ratio		0.08	0.33	0.33	0.11	0.37	0.37		0.12	0.25	0.25	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		255	1668	914	382	1857	570		393	1249	389	
v/s Ratio Prot		0.08	c0.40		c0.13	c0.16			c0.13	0.12		
v/s Ratio Perm				0.32			0.04				0.19	
v/c Ratio		1.10	1.20	0.95	1.14	0.44	0.11		1.13	0.50	0.75	
Uniform Delay, d1		74.0	53.5	52.3	71.0	38.1	33.3		70.8	51.6	55.6	
Progression Factor		1.09	1.03	1.06	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		51.9	90.4	2.9	89.4	0.8	0.4		87.4	0.3	8.1	
Delay (s)		132.8	145.6	58.5	160.4	38.9	33.7		158.2	51.9	63.7	
Level of Service		F	F	E	F	D	C		F	D	E	
Approach Delay (s)			114.5			75.1				87.2		
Approach LOS			F			E				F		
Intersection Summary												
HCM 2000 Control Delay			128.3			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.25									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			121.4%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Build 2045 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	354	1771	263
Future Volume (vph)	354	1771	263
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	373	1864	277
RTOR Reduction (vph)	0	0	119
Lane Group Flow (vph)	380	1864	158
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	20.8	42.0	42.0
Effective Green, g (s)	20.8	42.0	42.0
Actuated g/C Ratio	0.13	0.26	0.26
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	442	1321	411
v/s Ratio Prot	0.11	c0.37	
v/s Ratio Perm			0.10
v/c Ratio	0.86	1.41	0.38
Uniform Delay, d1	68.2	59.0	48.4
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	15.3	189.5	0.6
Delay (s)	83.4	248.5	49.0
Level of Service	F	F	D
Approach Delay (s)		201.7	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Turnpike (West)

Build 2045 PM Peak


























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	259	1474	1520	952	189	158
Future Volume (vph)	259	1474	1520	952	189	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.91	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	5036	5036	2760	3400	1568
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	5036	5036	2760	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	273	1552	1600	1002	199	166
RTOR Reduction (vph)	0	0	0	115	0	3
Lane Group Flow (vph)	273	1552	1600	887	199	163
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA	pt+ov	Prot	pt+ov
Protected Phases	1	6	2	2 4	4	4 1
Permitted Phases						
Actuated Green, G (s)	31.7	138.1	99.4	125.3	18.9	56.6
Effective Green, g (s)	31.7	138.1	99.4	125.3	18.9	56.6
Actuated g/C Ratio	0.19	0.81	0.58	0.74	0.11	0.33
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	3.0	4.0	4.0		2.0	
Lane Grp Cap (vph)	326	4091	2944	2034	378	522
v/s Ratio Prot	c0.16	0.31	c0.32	0.32	c0.06	0.10
v/s Ratio Perm						
v/c Ratio	0.84	0.38	0.54	0.44	0.53	0.31
Uniform Delay, d1	66.7	4.3	21.5	8.7	71.3	42.2
Progression Factor	1.00	1.00	0.26	0.52	1.00	1.00
Incremental Delay, d2	16.8	0.3	0.3	0.0	0.6	0.1
Delay (s)	83.5	4.6	6.0	4.5	71.9	42.3
Level of Service	F	A	A	A	E	D
Approach Delay (s)		16.4	5.4		58.5	
Approach LOS		B	A		E	
Intersection Summary						
HCM 2000 Control Delay			13.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization			65.8%		ICU Level of Service	C
Analysis Period (min)			15			

c Critical Lane Group




























HCM 2010 Signalized Intersection Summary
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1503	16	44	2203	327	10	5	36	879	9	290
Future Volume (veh/h)	162	1503	16	44	2203	327	10	5	36	879	9	290
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	171	1582	17	46	2319	344	11	5	38	925	9	305
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	201	2950	919	252	2773	863	59	20	52	821	498	423
Arrive On Green	0.11	1.00	1.00	0.04	1.00	1.00	0.03	0.03	0.03	0.20	0.27	0.27
Sat Flow, veh/h	1757	5036	1568	1757	5036	1568	706	606	1568	3408	1845	1568
Grp Volume(v), veh/h	171	1582	17	46	2319	344	16	0	38	925	9	305
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1757	1679	1568	1312	0	1568	1704	1845	1568
Q Serve(g_s), s	7.5	0.0	0.0	2.0	0.0	0.0	0.9	0.0	4.1	33.7	0.6	30.0
Cycle Q Clear(g_c), s	7.5	0.0	0.0	2.0	0.0	0.0	1.7	0.0	4.1	33.7	0.6	30.0
Prop In Lane	1.00		1.00	1.00		1.00	0.69		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	2950	919	252	2773	863	79	0	52	821	498	423
V/C Ratio(X)	0.85	0.54	0.02	0.18	0.84	0.40	0.20	0.00	0.73	1.13	0.02	0.72
Avail Cap(c_a), veh/h	227	2950	919	277	2773	863	160	0	157	821	621	528
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.51	0.51	0.51	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	15.7	0.0	0.0	80.2	0.0	81.4	64.7	45.6	56.3
Incr Delay (d2), s/veh	19.7	0.6	0.0	0.1	1.7	0.7	0.5	0.0	7.0	72.6	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.2	0.0	0.9	0.4	0.2	0.7	0.0	1.9	11.6	0.3	13.3
LnGrp Delay(d),s/veh	41.2	0.6	0.0	15.8	1.7	0.7	80.6	0.0	88.4	137.3	45.6	58.7
LnGrp LOS	D	A	A	B	A	A	F		F	F	D	E
Approach Vol, veh/h		1770			2709			54			1239	
Approach Delay, s/veh		4.6			1.8			86.1			117.3	
Approach LOS		A			A			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	100.6	40.2	12.7	10.5	106.6		52.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	12.0	79.8	33.7	17.0	6.0	85.8		57.2				
Max Q Clear Time (g_c+I1), s	9.5	2.0	35.7	6.1	4.0	2.0		32.0				
Green Ext Time (p_c), s	0.1	59.2	0.0	0.1	0.0	28.2		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			28.2									
HCM 2010 LOS			C									

HCM Signalized Intersection Capacity Analysis
10: Lexington Club Blvd/Stone Quarry Rd

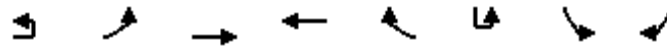
Build 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (vph)	199	2133	31	67	2440	244	22	3	37	151	6	145
Future Volume (vph)	199	2133	31	67	2440	244	22	3	37	151	6	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568		1767	1568	1665	1675	1568
Flt Permitted	0.04	1.00	1.00	0.06	1.00	1.00		0.69	1.00	0.38	0.37	1.00
Satd. Flow (perm)	66	5036	1568	112	5036	1568		1273	1568	673	657	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	209	2245	33	71	2568	257	23	3	39	159	6	153
RTOR Reduction (vph)	0	0	9	0	0	43	0	0	37	0	0	19
Lane Group Flow (vph)	209	2245	24	71	2568	214	0	26	2	83	82	134
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases	6	6	6	2		2	4		4	8	8	8
Actuated Green, G (s)	135.7	121.4	121.4	111.8	104.5	104.5		7.5	7.5	20.3	20.3	44.5
Effective Green, g (s)	135.7	121.4	121.4	111.8	104.5	104.5		7.5	7.5	20.3	20.3	44.5
Actuated g/C Ratio	0.80	0.71	0.71	0.66	0.61	0.61		0.04	0.04	0.12	0.12	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.5	6.5	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0		2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	292	3596	1119	144	3095	963		56	69	120	119	475
v/s Ratio Prot	c0.10	c0.45		0.02	c0.51					c0.03	0.03	0.04
v/s Ratio Perm	0.47		0.02	0.30		0.14		0.02	0.00	c0.05	0.05	0.05
v/c Ratio	0.72	0.62	0.02	0.49	0.83	0.22		0.46	0.02	0.69	0.69	0.28
Uniform Delay, d1	56.1	12.5	7.1	12.2	25.8	14.6		79.3	77.8	70.3	71.8	50.0
Progression Factor	1.23	1.47	1.00	1.36	1.64	1.78		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	0.5	0.0	0.5	1.3	0.3		2.2	0.1	13.0	12.4	0.1
Delay (s)	73.1	18.9	7.1	17.0	43.5	26.3		81.5	77.8	83.3	84.3	50.1
Level of Service	E	B	A	B	D	C		F	E	F	F	D
Approach Delay (s)		23.3			41.3			79.3			67.6	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			35.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			27.0		
Intersection Capacity Utilization			86.7%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
16: Hagen Ranch Rd

Build 2045 PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔↔	↑↑↑	↑↑↑	↗		↔↔	↗
Traffic Volume (vph)	9	502	1688	2157	209	1	190	521
Future Volume (vph)	9	502	1688	2157	209	1	190	521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		0.97	0.91	0.91	1.00		0.97	1.00
Frt		1.00	1.00	1.00	0.85		1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)		3400	5036	5036	1568		3400	1568
Flt Permitted		0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (perm)		3400	5036	5036	1568		3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	528	1777	2271	220	1	200	548
RTOR Reduction (vph)	0	0	0	0	109	0	0	1
Lane Group Flow (vph)	0	537	1777	2271	111	0	201	547
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	NA	Prot	Perm	Perm	Perm
Protected Phases	1	1	6	2	2			
Permitted Phases			6	2		8	8	8 1
Actuated Green, G (s)		29.4	122.0	85.6	85.6		34.0	70.4
Effective Green, g (s)		29.4	122.0	85.6	85.6		34.0	70.4
Actuated g/C Ratio		0.17	0.72	0.50	0.50		0.20	0.41
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	
Vehicle Extension (s)		2.0	4.0	4.0	4.0		2.0	
Lane Grp Cap (vph)		588	3614	2535	789		680	649
v/s Ratio Prot		0.16	0.35	c0.45	0.07			
v/s Ratio Perm							0.06	c0.35
v/c Ratio		0.91	0.49	0.90	0.14		0.30	0.84
Uniform Delay, d1		69.0	10.5	38.2	22.5		57.8	44.8
Progression Factor		0.68	2.21	0.48	0.40		1.00	1.00
Incremental Delay, d2		15.4	0.4	4.4	0.3		0.1	9.3
Delay (s)		62.2	23.5	22.7	9.3		57.9	54.2
Level of Service		E	C	C	A		E	D
Approach Delay (s)			32.5	21.5			55.2	
Approach LOS			C	C			E	
Intersection Summary								
HCM 2000 Control Delay			30.6		HCM 2000 Level of Service			C
HCM 2000 Volume to Capacity ratio			0.91					
Actuated Cycle Length (s)			170.0		Sum of lost time (s)			21.0
Intersection Capacity Utilization			106.0%		ICU Level of Service			G
Analysis Period (min)			15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
19: Legends Way

Build 2045 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	4	77	1879	34	22	31	2116	118	47	16	60	1
Future Volume (vph)	4	77	1879	34	22	31	2116	118	47	16	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1752	5036	1568		1752	5036	1568	1752	1845	1568	
Flt Permitted		0.05	1.00	1.00		0.08	1.00	1.00	0.43	1.00	1.00	
Satd. Flow (perm)		87	5036	1568		141	5036	1568	795	1845	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	81	1978	36	23	33	2227	124	49	17	63	1
RTOR Reduction (vph)	0	0	0	11	0	0	0	28	0	0	53	0
Lane Group Flow (vph)	0	85	1978	25	0	56	2227	96	49	17	10	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6	6	6	2	2	2	2	4	4	4	8
Actuated Green, G (s)		126.7	118.0	118.0		119.3	114.3	114.3	26.5	26.5	26.5	
Effective Green, g (s)		126.7	118.0	118.0		119.3	114.3	114.3	26.5	26.5	26.5	
Actuated g/C Ratio		0.75	0.69	0.69		0.70	0.67	0.67	0.16	0.16	0.16	
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0	6.5	6.5	6.5	
Vehicle Extension (s)		2.0	4.0	4.0		2.0	4.0	4.0	2.0	2.0	2.0	
Lane Grp Cap (vph)		150	3495	1088		146	3385	1054	123	287	244	
v/s Ratio Prot		c0.03	0.39			0.01	c0.44			0.01		
v/s Ratio Perm		c0.39		0.02		0.26		0.06	0.06		0.01	
v/c Ratio		0.57	0.57	0.02		0.38	0.66	0.09	0.40	0.06	0.04	
Uniform Delay, d1		20.1	13.1	8.1		10.3	16.4	9.7	64.6	61.1	60.9	
Progression Factor		1.70	1.32	5.65		1.57	0.81	1.11	1.00	1.00	1.00	
Incremental Delay, d2		2.7	0.6	0.0		0.5	0.8	0.1	0.8	0.0	0.0	
Delay (s)		36.9	17.9	45.7		16.8	14.0	10.9	65.3	61.2	61.0	
Level of Service		D	B	D		B	B	B	E	E	E	
Approach Delay (s)			19.2				13.9			62.7		
Approach LOS			B				B			E		
Intersection Summary												
HCM 2000 Control Delay			22.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			20.5		
Intersection Capacity Utilization			82.9%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 19: Legends Way

Build 2045 PM Peak



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	169	19	146
Future Volume (vph)	169	19	146
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.87	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1752	1600	
Flt Permitted	0.75	1.00	
Satd. Flow (perm)	1377	1600	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	178	20	154
RTOR Reduction (vph)	0	62	0
Lane Group Flow (vph)	179	112	0
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8	8	
Actuated Green, G (s)	26.5	26.5	
Effective Green, g (s)	26.5	26.5	
Actuated g/C Ratio	0.16	0.16	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	2.0	2.0	
Lane Grp Cap (vph)	214	249	
v/s Ratio Prot		0.07	
v/s Ratio Perm	c0.13		
v/c Ratio	0.84	0.45	
Uniform Delay, d1	69.6	65.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	22.8	0.5	
Delay (s)	92.4	65.6	
Level of Service	F	E	
Approach Delay (s)		79.2	
Approach LOS		E	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

24: Cumberland Dr

Build 2045 PM Peak



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	55	29	1876	2175	47	65	52
Future Volume (vph)	55	29	1876	2175	47	65	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor		1.00	0.91	0.91	1.00	1.00	1.00
Frt		1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected		0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1752	5036	5036	1568	1752	1568
Flt Permitted		0.05	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)		94	5036	5036	1568	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	31	1975	2289	49	68	55
RTOR Reduction (vph)	0	0	0	0	10	0	51
Lane Group Flow (vph)	0	89	1975	2289	39	68	4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	1	6	2		8	8
Permitted Phases	6	6	6		2	8	8
Actuated Green, G (s)		145.1	145.1	129.3	129.3	11.9	11.9
Effective Green, g (s)		145.1	145.1	129.3	129.3	11.9	11.9
Actuated g/C Ratio		0.85	0.85	0.76	0.76	0.07	0.07
Clearance Time (s)		7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)		3.0	4.0	4.0	4.0	3.0	3.0
Lane Grp Cap (vph)		166	4298	3830	1192	122	109
v/s Ratio Prot		0.03	c0.39	c0.45		c0.04	0.00
v/s Ratio Perm		0.43			0.02		
v/c Ratio		0.54	0.46	0.60	0.03	0.56	0.04
Uniform Delay, d1		14.2	3.0	8.9	5.0	76.5	73.7
Progression Factor		2.59	0.18	0.99	1.52	1.00	1.00
Incremental Delay, d2		2.8	0.3	0.4	0.0	5.4	0.1
Delay (s)		39.6	0.8	9.3	7.6	81.9	73.8
Level of Service		D	A	A	A	F	E
Approach Delay (s)			2.5	9.2		78.3	
Approach LOS			A	A		E	

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

28: Seville Terrace

Build 2045 PM Peak



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↓	↑↑↑	↓	↑
Traffic Volume (vph)	2085	52	2	91	2389	62	101
Future Volume (vph)	2085	52	2	91	2389	62	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12
Total Lost time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Lane Util. Factor	0.91	1.00		1.00	0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5036	1568		1752	5036	1752	1568
Flt Permitted	1.00	1.00		0.06	1.00	0.95	1.00
Satd. Flow (perm)	5036	1568		111	5036	1752	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	50%	50%	140%	100%	100%
Adj. Flow (vph)	2195	55	1	48	3521	65	106
RTOR Reduction (vph)	0	9	0	0	0	0	60
Lane Group Flow (vph)	2195	46	0	49	3521	65	46
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Prot
Protected Phases	6		5	5	2	4	4
Permitted Phases		6	2	2	2		
Actuated Green, G (s)	132.4	132.4		144.7	144.7	11.8	11.8
Effective Green, g (s)	132.4	132.4		144.7	144.7	11.8	11.8
Actuated g/C Ratio	0.78	0.78		0.85	0.85	0.07	0.07
Clearance Time (s)	7.0	7.0		7.0	7.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3922	1221		145	4286	121	108
v/s Ratio Prot	0.44			0.01	c0.70	c0.04	0.03
v/s Ratio Perm		0.03		0.28			
v/c Ratio	0.56	0.04		0.34	0.82	0.54	0.42
Uniform Delay, d1	7.4	4.3		6.1	6.3	76.5	75.8
Progression Factor	1.92	0.90		2.59	2.46	1.00	1.00
Incremental Delay, d2	0.5	0.1		0.8	1.1	4.5	2.6
Delay (s)	14.7	3.9		16.6	16.5	81.0	78.5
Level of Service	B	A		B	B	F	E
Approach Delay (s)	14.5				16.5	79.4	
Approach LOS	B				B	E	

Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

Build 2045 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↘↘	↑↑↑	↗↗		↘↘	↑↑↑	↗		↘↘	↑↑↑	↗
Traffic Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Future Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	0.88		0.97	0.91	1.00		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	2760		3400	5036	1547		3400	5036	1568
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	2760		3400	5036	1547		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	379	1380	553	8	377	1558	459	6	901	1586	424
RTOR Reduction (vph)	0	0	0	301	0	0	0	159	0	0	0	149
Lane Group Flow (vph)	0	421	1380	252	0	385	1558	300	0	907	1586	275
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		19.0	48.7	48.7		20.0	49.7	49.7		41.8	54.6	54.6
Effective Green, g (s)		19.0	48.7	48.7		20.0	49.7	49.7		41.8	54.6	54.6
Actuated g/C Ratio		0.11	0.29	0.29		0.12	0.29	0.29		0.25	0.32	0.32
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		380	1442	790		400	1472	452		836	1617	503
v/s Ratio Prot		c0.12	0.27			0.11	c0.31			c0.27	c0.31	
v/s Ratio Perm				0.09				0.19				0.18
v/c Ratio		1.11	0.96	0.32		0.96	1.06	0.66		1.08	0.98	0.55
Uniform Delay, d1		75.5	59.6	47.6		74.6	60.1	52.8		64.1	57.2	47.5
Progression Factor		0.86	0.91	1.28		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		75.4	13.1	0.2		35.1	40.6	7.5		56.7	17.9	1.2
Delay (s)		140.4	67.4	61.2		109.7	100.8	60.3		120.8	75.1	48.7
Level of Service		F	E	E		F	F	E		F	E	D
Approach Delay (s)			79.0				94.5				85.5	
Approach LOS			E				F				F	

Intersection Summary

HCM 2000 Control Delay	85.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

32: Jog Rd

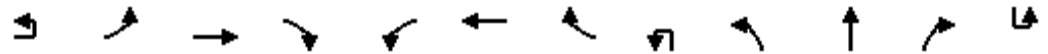
Build 2045 PM Peak



Movement	SBU	SBL	SBT	SBR
Lane Configurations		⇐⇐	⇑⇑⇑	⇑
Traffic Volume (vph)	5	322	619	218
Future Volume (vph)	5	322	619	218
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.97	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3400	5036	1568
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3400	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	339	652	229
RTOR Reduction (vph)	0	0	0	137
Lane Group Flow (vph)	0	344	652	92
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		18.2	31.0	31.0
Effective Green, g (s)		18.2	31.0	31.0
Actuated g/C Ratio		0.11	0.18	0.18
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		364	918	285
v/s Ratio Prot		0.10	0.13	
v/s Ratio Perm				0.06
v/c Ratio		0.95	0.71	0.32
Uniform Delay, d1		75.4	65.3	60.4
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		33.0	2.6	0.7
Delay (s)		108.4	67.9	61.1
Level of Service		F	E	E
Approach Delay (s)			78.0	
Approach LOS			E	
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
 32: Jog Rd & Atlantic Ave

Triple Left AM 2045



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		577	↑↑↑	77	577	↑↑↑	7		577	↑↑↑	7	
Traffic Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Future Volume (vph)	12	255	1901	1143	413	782	166	3	421	593	392	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Lane Util. Factor		0.94	0.91	0.88	0.94	0.91	1.00		0.94	0.91	1.00	
Frbp, ped/bikes		1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		4942	5036	2760	4942	5036	1547		4942	5036	1568	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		4942	5036	2760	4942	5036	1547		4942	5036	1568	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	13	268	2001	1203	435	823	175	3	443	624	413	7
RTOR Reduction (vph)	0	0	0	205	0	0	116	0	0	0	105	0
Lane Group Flow (vph)	0	281	2001	998	435	823	59	0	446	624	308	0
Confl. Peds. (#/hr)					1		1					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		7	7	4		3
Permitted Phases				6			2					4
Actuated Green, G (s)		13.2	56.0	56.0	11.0	53.8	53.8		12.5	49.5	49.5	
Effective Green, g (s)		13.2	56.0	56.0	11.0	53.8	53.8		12.5	49.5	49.5	
Actuated g/C Ratio		0.08	0.35	0.35	0.07	0.34	0.34		0.08	0.31	0.31	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	7.0		7.5	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		407	1762	966	339	1693	520		386	1558	485	
v/s Ratio Prot		0.06	c0.40		c0.09	0.16			c0.09	0.12		
v/s Ratio Perm				0.36			0.04				0.20	
v/c Ratio		0.69	1.14	1.03	1.28	0.49	0.11		1.16	0.40	0.64	
Uniform Delay, d1		71.4	52.0	52.0	74.5	42.1	36.6		73.8	43.6	47.5	
Progression Factor		1.00	1.13	1.20	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		2.7	65.3	30.4	148.1	1.0	0.4		95.4	0.2	2.7	
Delay (s)		74.1	124.3	93.0	222.6	43.1	37.1		169.1	43.7	50.2	
Level of Service		E	F	F	F	D	D		F	D	D	
Approach Delay (s)			109.4			96.9				83.2		
Approach LOS			F			F				F		
Intersection Summary												
HCM 2000 Control Delay			103.0			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)				28.5		
Intersection Capacity Utilization			113.9%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: Jog Rd & Atlantic Ave

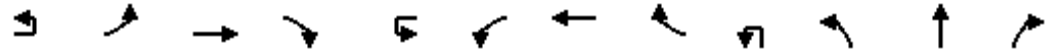
Triple Left AM 2045



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	354	1771	263
Future Volume (vph)	354	1771	263
Ideal Flow (vphpl)	1900	1900	1900
Lane Width	12	12	12
Total Lost time (s)	7.5	7.0	7.0
Lane Util. Factor	0.94	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	4942	5036	1568
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	4942	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	373	1864	277
RTOR Reduction (vph)	0	0	105
Lane Group Flow (vph)	380	1864	172
Confl. Peds. (#/hr)			
Heavy Vehicles (%)	3%	3%	3%
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	15.0	52.0	52.0
Effective Green, g (s)	15.0	52.0	52.0
Actuated g/C Ratio	0.09	0.32	0.32
Clearance Time (s)	7.5	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0
Lane Grp Cap (vph)	463	1636	509
v/s Ratio Prot	0.08	c0.37	
v/s Ratio Perm			0.11
v/c Ratio	0.82	1.14	0.34
Uniform Delay, d1	71.2	54.0	40.9
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	11.1	70.7	0.4
Delay (s)	82.3	124.7	41.3
Level of Service	F	F	D
Approach Delay (s)		109.1	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
32: Jog Rd & Atlantic Ave

Triple Left PM 2045



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		577	↑↑↑	77		577	↑↑↑	7		577	↑↑↑	7
Traffic Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Future Volume (vph)	40	360	1311	525	8	358	1480	436	6	856	1507	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Lane Util. Factor		0.94	0.91	0.88		0.94	0.91	1.00		0.94	0.91	1.00
Frbp, ped/bikes		1.00	1.00	1.00		1.00	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		4942	5036	2760		4942	5036	1547		4942	5036	1568
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		4942	5036	2760		4942	5036	1547		4942	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	379	1380	553	8	377	1558	459	6	901	1586	424
RTOR Reduction (vph)	0	0	0	301	0	0	0	118	0	0	0	115
Lane Group Flow (vph)	0	421	1380	252	0	385	1558	341	0	907	1586	309
Confl. Peds. (#/hr)						1		1				
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Actuated Green, G (s)		15.0	56.2	56.2		15.8	57.0	57.0		34.4	56.0	56.0
Effective Green, g (s)		15.0	56.2	56.2		15.8	57.0	57.0		34.4	56.0	56.0
Actuated g/C Ratio		0.09	0.33	0.33		0.09	0.34	0.34		0.20	0.33	0.33
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		436	1664	912		459	1688	518		1000	1658	516
v/s Ratio Prot		c0.09	0.27			0.08	c0.31			c0.18	c0.31	
v/s Ratio Perm				0.09				0.22				0.20
v/c Ratio		0.97	0.83	0.28		0.84	0.92	0.66		0.91	0.96	0.60
Uniform Delay, d1		77.2	52.5	41.9		75.8	54.4	48.2		66.2	55.8	47.6
Progression Factor		0.87	0.83	1.55		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		31.0	3.1	0.1		12.6	9.9	6.4		11.6	13.2	1.9
Delay (s)		98.1	46.9	65.2		88.5	64.3	54.6		77.8	69.0	49.5
Level of Service		F	D	E		F	E	D		E	E	D
Approach Delay (s)			60.3			66.3					68.9	
Approach LOS			E			E					E	
Intersection Summary												
HCM 2000 Control Delay			66.3		HCM 2000 Level of Service					E		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			170.0		Sum of lost time (s)				28.5			
Intersection Capacity Utilization			99.2%		ICU Level of Service				F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: Jog Rd & Atlantic Ave

Triple Left PM 2045



Movement	SBU	SBL	SBT	SBR
Lane Configurations		577	↑↑↑	7
Traffic Volume (vph)	5	322	619	218
Future Volume (vph)	5	322	619	218
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width	12	12	12	12
Total Lost time (s)		7.5	7.0	7.0
Lane Util. Factor		0.94	0.91	1.00
Frpb, ped/bikes		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		4942	5036	1568
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		4942	5036	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	339	652	229
RTOR Reduction (vph)	0	0	0	133
Lane Group Flow (vph)	0	344	652	96
Confl. Peds. (#/hr)				
Heavy Vehicles (%)	3%	3%	3%	3%
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Actuated Green, G (s)		13.5	35.1	35.1
Effective Green, g (s)		13.5	35.1	35.1
Actuated g/C Ratio		0.08	0.21	0.21
Clearance Time (s)		7.5	7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0
Lane Grp Cap (vph)		392	1039	323
v/s Ratio Prot		0.07	0.13	
v/s Ratio Perm				0.06
v/c Ratio		0.88	0.63	0.30
Uniform Delay, d1		77.4	61.5	57.0
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		19.3	1.2	0.5
Delay (s)		96.7	62.7	57.6
Level of Service		F	E	E
Approach Delay (s)			71.3	
Approach LOS			E	
Intersection Summary				

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.5	10.3	37.8	0.28	26.4	C
Tranquility Lake Dr	II	45	23.9	30.4	54.3	0.23	15.2	E
Lexington Club Blvd	II	45	23.9	24.7	48.6	0.22	16.2	E
Hagen Ranch Rd	II	45	34.3	31.0	65.3	0.36	19.7	D
Legends Way	II	45	15.8	5.5	21.3	0.14	24.4	C
Cumberland Dr	II	45	36.2	13.8	50.0	0.38	27.7	C
Seville Terrace	II	45	29.2	7.6	36.8	0.29	28.8	B
Jog Rd	II	45	20.3	141.4	161.7	0.19	4.2	F
Total	II		211.1	264.7	475.8	2.09	15.8	E

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	39.0	66.4	0.28	15.0	E
Seville Terrace	II	45	20.3	2.2	22.5	0.19	29.8	B
Cumberland Dr	II	45	29.2	2.1	31.3	0.29	33.9	B
Legends Way	II	45	36.2	15.7	51.9	0.38	26.7	C
Hagen Ranch Rd	II	45	15.8	14.8	30.6	0.14	17.0	D
Stone Quarry Rd	II	45	34.3	35.6	69.9	0.36	18.4	D
Turnpike (East)	II	45	23.9	33.5	57.4	0.22	13.7	E
Turnpike (West)	II	45	23.9	12.1	36.0	0.23	22.9	C
Total	II		211.0	155.0	366.0	2.09	20.6	D

Arterial Level of Service: EB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Turnpike (West)	II	45	27.2	4.9	32.1	0.28	30.9	B
Tranquility Lake Dr	II	45	23.9	18.9	42.8	0.23	19.3	D
Lexington Club Blvd	II	45	23.9	19.6	43.5	0.22	18.1	D
Hagen Ranch Rd	II	45	34.3	23.7	58.0	0.36	22.2	C
Legends Way	II	45	15.8	18.9	34.7	0.14	15.0	E
Cumberland Dr	II	45	36.2	0.9	37.1	0.38	37.3	A
Seville Terrace	II	45	29.2	15.3	44.5	0.29	23.8	C
Jog Rd	II	45	20.3	68.0	88.3	0.19	7.6	F
Total	II		210.8	170.2	381.0	2.09	19.8	D

Arterial Level of Service: WB Atlantic Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Jog Rd	II	45	27.4	97.0	124.4	0.28	8.0	F
Seville Terrace	II	45	20.3	18.4	38.7	0.19	17.4	D
Cumberland Dr	II	45	29.2	10.0	39.2	0.29	27.1	C
Legends Way	II	45	36.2	15.3	51.5	0.38	26.9	C
Hagen Ranch Rd	II	45	15.8	23.1	38.9	0.14	13.4	E
Stone Quarry Rd	II	45	34.3	44.1	78.4	0.36	16.4	E
Turnpike (East)	II	45	23.9	30.5	54.4	0.22	14.5	E
Turnpike (West)	II	45	23.9	6.4	30.3	0.23	27.3	C
Total	II		211.0	244.8	455.8	2.09	16.5	E

Timing Report, Sorted By Phase
3: Atlantic Ave & Turnpike (West)

Build 2045 AM

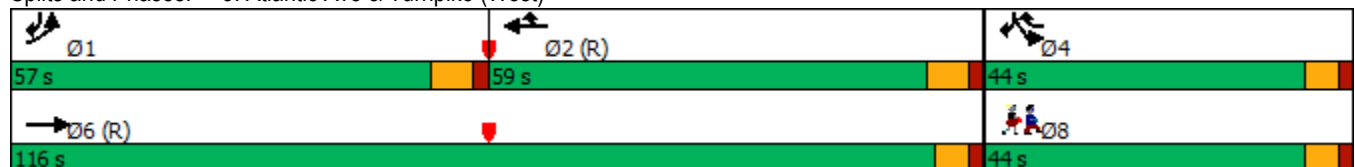


Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	57	59	44	116	44
Maximum Split (%)	35.6%	36.9%	27.5%	72.5%	27.5%
Minimum Split (s)	11	41	44	16	44
Yellow Time (s)	5	5	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	46	103	2	46	2
End Time (s)	103	2	46	2	46
Yield/Force Off (s)	96	155	40	156	40
Yield/Force Off 170(s)	96	128	9	156	9
Local Start Time (s)	103	0	59	103	59
Local Yield (s)	153	52	97	53	97
Local Yield 170(s)	153	25	66	53	66

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 103 (64%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Atlantic Ave & Turnpike (West)



Timing Report, Sorted By Phase
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2045 AM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	20	70.5	45.5	24	11	79.5	69.5
Maximum Split (%)	12.5%	44.1%	28.4%	15.0%	6.9%	49.7%	43.4%
Minimum Split (s)	11	43	45.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	32	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	56	76	146.5	32	56	67	146.5
End Time (s)	76	146.5	32	56	67	146.5	56
Yield/Force Off (s)	69	139.5	25.5	49	60	139.5	49
Yield/Force Off 170(s)	69	114.5	153.5	39	60	122.5	27
Local Start Time (s)	140	0	70.5	116	140	151	70.5
Local Yield (s)	153	63.5	109.5	133	144	63.5	133
Local Yield 170(s)	153	38.5	77.5	123	144	46.5	111

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 76 (48%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave

Build 2045 AM

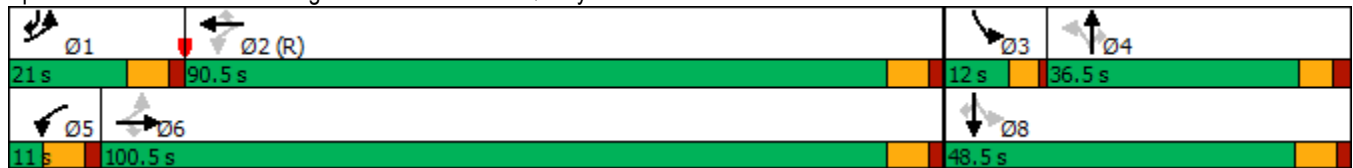


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	21	90.5	12	36.5	11	100.5	48.5
Maximum Split (%)	13.1%	56.6%	7.5%	22.8%	6.9%	62.8%	30.3%
Minimum Split (s)	11	34	9.5	36.5	11	37	13.5
Yellow Time (s)	5	5	3.5	4	5	5	5
All-Red Time (s)	2	2	1	2.5	2	2	2
Minimum Initial (s)	4	20	5	6	4	20	6
Vehicle Extension (s)	2	4	3	2	2	4	2
Minimum Gap (s)	2	4	3	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70	91	21.5	33.5	70	81	21.5
End Time (s)	91	21.5	33.5	70	81	21.5	70
Yield/Force Off (s)	84	14.5	29	63.5	74	14.5	63
Yield/Force Off 170(s)	84	154.5	29	40.5	74	151.5	63
Local Start Time (s)	139	0	90.5	102.5	139	150	90.5
Local Yield (s)	153	83.5	98	132.5	143	83.5	132
Local Yield 170(s)	153	63.5	98	109.5	143	60.5	132

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 91 (57%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Timing Report, Sorted By Phase
 16: Atlantic Ave & Hagen Ranch Rd

Build 2045 AM

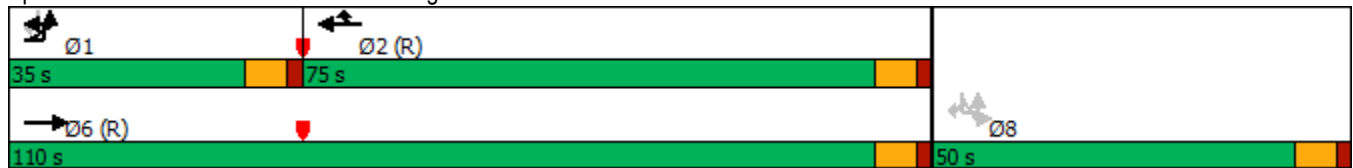


Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	35	75	110	50
Maximum Split (%)	21.9%	46.9%	68.8%	31.3%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	132	7	132	82
End Time (s)	7	82	82	132
Yield/Force Off (s)	0	75	75	125
Yield/Force Off 170(s)	0	50	75	99
Local Start Time (s)	125	0	125	75
Local Yield (s)	153	68	68	118
Local Yield 170(s)	153	43	68	92

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Atlantic Ave & Hagen Ranch Rd



Timing Report, Sorted By Phase
 19: Legends Way & Atlantic Ave

Build 2045 AM

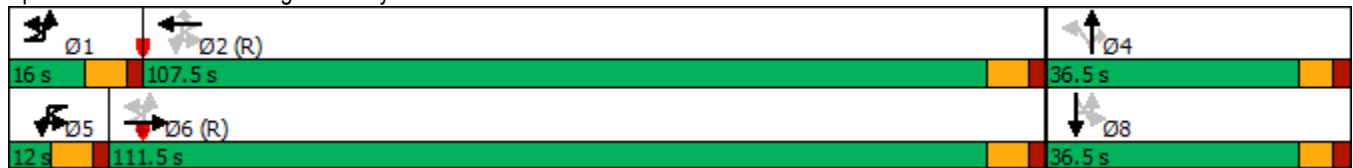


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	16	107.5	36.5	12	111.5	36.5
Maximum Split (%)	10.0%	67.2%	22.8%	7.5%	69.7%	22.8%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	144	0	107.5	144	156	107.5
End Time (s)	0	107.5	144	156	107.5	144
Yield/Force Off (s)	153	100.5	137.5	149	100.5	137.5
Yield/Force Off 170(s)	153	77.5	137.5	149	77.5	114.5
Local Start Time (s)	144	0	107.5	144	156	107.5
Local Yield (s)	153	100.5	137.5	149	100.5	137.5
Local Yield 170(s)	153	77.5	137.5	149	77.5	114.5

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way & Atlantic Ave



Timing Report, Sorted By Phase
 24: Atlantic Ave & Cumberland Dr

Build 2045 AM



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	18	122	140	20
Maximum Split (%)	11.3%	76.3%	87.5%	12.5%
Minimum Split (s)	11	42	27	18
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	4
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		0
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	63	81	63	43
End Time (s)	81	43	43	63
Yield/Force Off (s)	74	36	36	57
Yield/Force Off 170(s)	74	8	36	57
Local Start Time (s)	142	0	142	122
Local Yield (s)	153	115	115	136
Local Yield 170(s)	153	87	115	136

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 81 (51%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Atlantic Ave & Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace & Atlantic Ave

Build 2045 AM

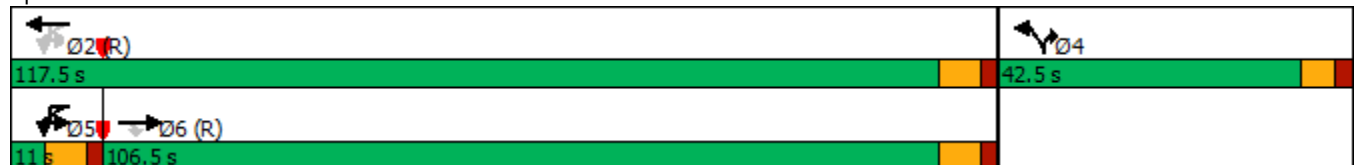


Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	117.5	42.5	11	106.5
Maximum Split (%)	73.4%	26.6%	6.9%	66.6%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	60	17.5	60	71
End Time (s)	17.5	60	71	17.5
Yield/Force Off (s)	10.5	53.5	64	10.5
Yield/Force Off 170(s)	10.5	24.5	64	10.5
Local Start Time (s)	149	106.5	149	0
Local Yield (s)	99.5	142.5	153	99.5
Local Yield 170(s)	99.5	113.5	153	99.5

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 71 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace & Atlantic Ave



Timing Report, Sorted By Phase
32: Jog Rd & Atlantic Ave

Build 2045 AM

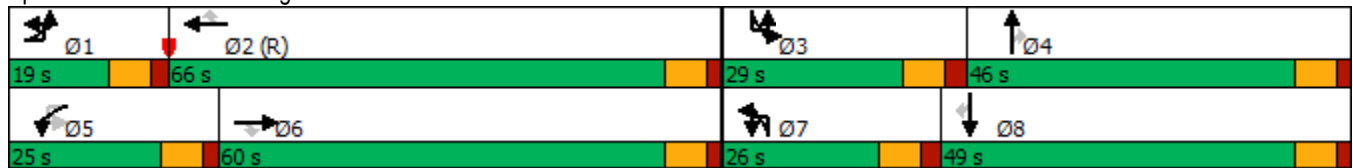


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	19	66	29	46	25	60	26	49
Maximum Split (%)	11.9%	41.3%	18.1%	28.8%	15.6%	37.5%	16.3%	30.6%
Minimum Split (s)	11	46	11.5	46	11	46	11.5	49
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		35
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	30	49	115	144	30	55	115	141
End Time (s)	49	115	144	30	55	115	141	30
Yield/Force Off (s)	42	108	136.5	23	48	108	133.5	23
Yield/Force Off 170(s)	42	76	136.5	151	48	76	133.5	148
Local Start Time (s)	141	0	66	95	141	6	66	92
Local Yield (s)	153	59	87.5	134	159	59	84.5	134
Local Yield 170(s)	153	27	87.5	102	159	27	84.5	99

Intersection Summary

Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 49 (31%), Referenced to phase 2:WBT, Start of Green	

Splits and Phases: 32: Jog Rd & Atlantic Ave



Timing Report, Sorted By Phase
3: Atlantic Ave & Turnpike (West)

Build 2045 PM



Phase Number	1	2	4	6	8
Movement	EBL	WBT	SBL	EBT	Ped
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	48	78	44	126	44
Maximum Split (%)	28.2%	45.9%	25.9%	74.1%	25.9%
Minimum Split (s)	11	41	44	25	44
Yellow Time (s)	5	5	4	5	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	4	10	6	10	1
Vehicle Extension (s)	3	4	2	4	3
Minimum Gap (s)	3	4	2	4	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		7
Flash Dont Walk (s)		27	31		31
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	21	69	147	21	147
End Time (s)	69	147	21	147	21
Yield/Force Off (s)	62	140	15	140	15
Yield/Force Off 170(s)	62	113	154	140	154
Local Start Time (s)	122	0	78	122	78
Local Yield (s)	163	71	116	71	116
Local Yield 170(s)	163	44	85	71	85

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 69 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 3: Atlantic Ave & Turnpike (West)



Timing Report, Sorted By Phase
 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave

Build 2045 PM



Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	19	86.8	40.2	24	13	92.8	64.2
Maximum Split (%)	11.2%	51.1%	23.6%	14.1%	7.6%	54.6%	37.8%
Minimum Split (s)	11	43	38.5	24	11	43	45.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	3	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7	7	7		7	7
Flash Dont Walk (s)		25	25	10		17	22
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	168	17	103.8	144	168	11	103.8
End Time (s)	17	103.8	144	168	11	103.8	168
Yield/Force Off (s)	10	96.8	137.5	161	4	96.8	161
Yield/Force Off 170(s)	10	71.8	112.5	151	4	79.8	139
Local Start Time (s)	151	0	86.8	127	151	164	86.8
Local Yield (s)	163	79.8	120.5	144	157	79.8	144
Local Yield 170(s)	163	54.8	95.5	134	157	62.8	122

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 17 (10%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Timing Report, Sorted By Phase
 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave

Build 2045 PM

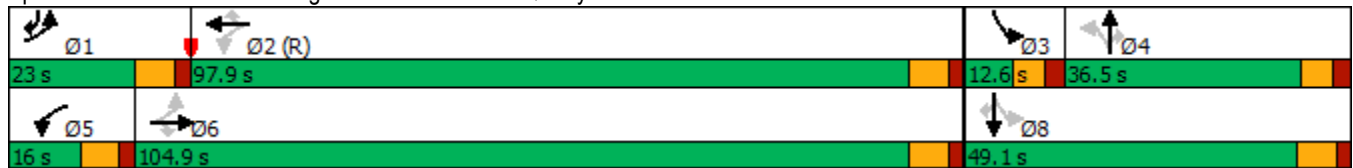


Phase Number	1	2	3	4	5	6	8
Movement	EBL	WBTL	SBL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	Max	None
Maximum Split (s)	23	97.9	12.6	36.5	16	104.9	49.1
Maximum Split (%)	13.5%	57.6%	7.4%	21.5%	9.4%	61.7%	28.9%
Minimum Split (s)	11	34	12.5	36.5	11	37	13.5
Yellow Time (s)	5	5	4	4	5	5	5
All-Red Time (s)	2	2	2.5	2.5	2	2	2
Minimum Initial (s)	4	20	6	6	4	20	6
Vehicle Extension (s)	2	4	2	2	2	4	2
Minimum Gap (s)	2	4	2	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0
Walk Time (s)		7		7		7	
Flash Dont Walk (s)		20		23		23	
Dual Entry	No	Yes	No	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	6	29	126.9	139.5	6	22	126.9
End Time (s)	29	126.9	139.5	6	22	126.9	6
Yield/Force Off (s)	22	119.9	133	169.5	15	119.9	169
Yield/Force Off 170(s)	22	99.9	133	146.5	15	96.9	169
Local Start Time (s)	147	0	97.9	110.5	147	163	97.9
Local Yield (s)	163	90.9	104	140.5	156	90.9	140
Local Yield 170(s)	163	70.9	104	117.5	156	67.9	140

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 29 (17%), Referenced to phase 2:WBTL, Start of Green	

Splits and Phases: 10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Timing Report, Sorted By Phase
 16: Atlantic Ave & Hagen Ranch Rd

Build 2045 PM

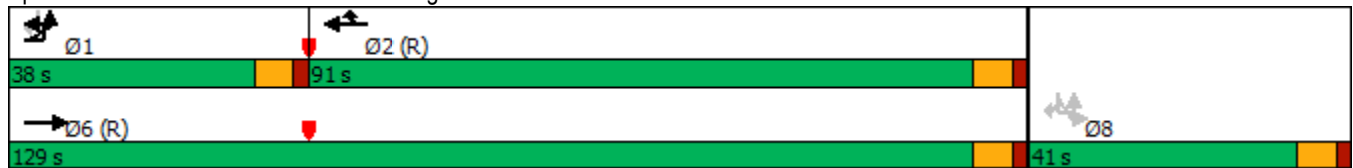


Phase Number	1	2	6	8
Movement	EBL	WBT	EBT	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	38	91	129	41
Maximum Split (%)	22.4%	53.5%	75.9%	24.1%
Minimum Split (s)	11	39	27	40
Yellow Time (s)	5	5	5	5
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	2	4	4	2
Minimum Gap (s)	2	4	4	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		25		26
Dual Entry	No	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	66	104	66	25
End Time (s)	104	25	25	66
Yield/Force Off (s)	97	18	18	59
Yield/Force Off 170(s)	97	163	18	33
Local Start Time (s)	132	0	132	91
Local Yield (s)	163	84	84	125
Local Yield 170(s)	163	59	84	99

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 104 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green	

Splits and Phases: 16: Atlantic Ave & Hagen Ranch Rd



Timing Report, Sorted By Phase
 19: Legends Way & Atlantic Ave

Build 2045 PM

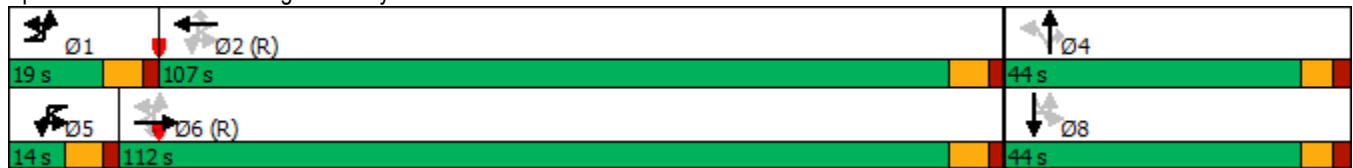


Phase Number	1	2	4	5	6	8
Movement	EBL	WBTL	NBTL	WBL	EBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	19	107	44	14	112	44
Maximum Split (%)	11.2%	62.9%	25.9%	8.2%	65.9%	25.9%
Minimum Split (s)	11	37	12.5	11	38	36.5
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	2.5	2	2	2.5
Minimum Initial (s)	4	20	6	4	20	3.5
Vehicle Extension (s)	2	4	2	2	4	2
Minimum Gap (s)	2	4	2	2	4	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		23			23	23
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	91	110	47	91	105	47
End Time (s)	110	47	91	105	47	91
Yield/Force Off (s)	103	40	84.5	98	40	84.5
Yield/Force Off 170(s)	103	17	84.5	98	17	61.5
Local Start Time (s)	151	0	107	151	165	107
Local Yield (s)	163	100	144.5	158	100	144.5
Local Yield 170(s)	163	77	144.5	158	77	121.5

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 110 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	

Splits and Phases: 19: Legends Way & Atlantic Ave



Timing Report, Sorted By Phase
 24: Atlantic Ave & Cumberland Dr

Build 2045 PM

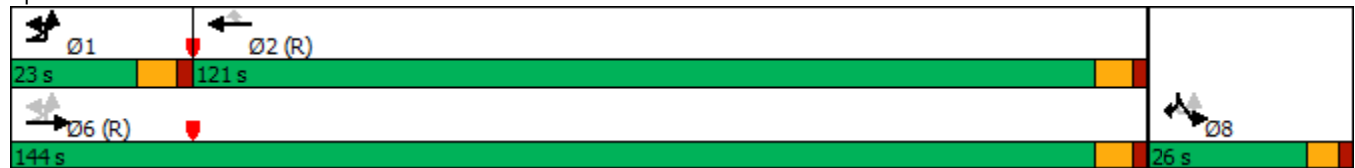


Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	23	121	144	26
Maximum Split (%)	13.5%	71.2%	84.7%	15.3%
Minimum Split (s)	11	42	27	22
Yellow Time (s)	5	5	5	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	20	20	6
Vehicle Extension (s)	3	4	4	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		28		9
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	83	106	83	57
End Time (s)	106	57	57	83
Yield/Force Off (s)	99	50	50	77
Yield/Force Off 170(s)	99	22	50	68
Local Start Time (s)	147	0	147	121
Local Yield (s)	163	114	114	141
Local Yield 170(s)	163	86	114	132

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 106 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	

Splits and Phases: 24: Atlantic Ave & Cumberland Dr



Timing Report, Sorted By Phase
28: Seville Terrace & Atlantic Ave

Build 2045 PM



Phase Number	2	4	5	6
Movement	WBTL	NBL	WBL	EBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	127.5	42.5	13	114.5
Maximum Split (%)	75.0%	25.0%	7.6%	67.4%
Minimum Split (s)	27	42.5	11	27
Yellow Time (s)	5	4	5	5
All-Red Time (s)	2	2.5	2	2
Minimum Initial (s)	20	6	4	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		29		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	12	139.5	12	25
End Time (s)	139.5	12	25	139.5
Yield/Force Off (s)	132.5	5.5	18	132.5
Yield/Force Off 170(s)	132.5	146.5	18	132.5
Local Start Time (s)	157	114.5	157	0
Local Yield (s)	107.5	150.5	163	107.5
Local Yield 170(s)	107.5	121.5	163	107.5

Intersection Summary

Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 25 (15%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	

Splits and Phases: 28: Seville Terrace & Atlantic Ave



Timing Report, Sorted By Phase
32: Jog Rd & Atlantic Ave

Build 2045 PM

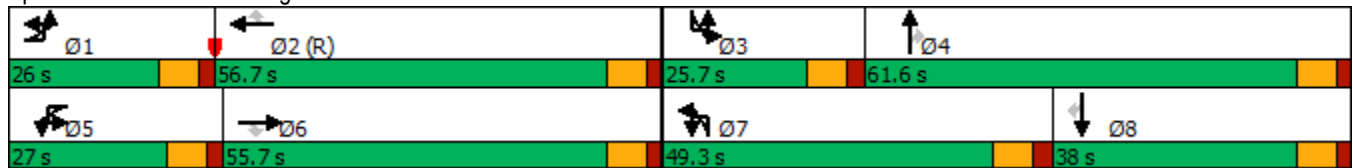


Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	26	56.7	25.7	61.6	27	55.7	49.3	38
Maximum Split (%)	15.3%	33.4%	15.1%	36.2%	15.9%	32.8%	29.0%	22.4%
Minimum Split (s)	11	46	11.5	46.5	11	46	11.5	38
Yellow Time (s)	5	5	5	5	5	5	5	5
All-Red Time (s)	2	2	2.5	2	2	2	2.5	2
Minimum Initial (s)	4	20	4	10	4	10	4	6
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		32		32		32		24
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39	65	121.7	147.4	39	66	121.7	1
End Time (s)	65	121.7	147.4	39	66	121.7	1	39
Yield/Force Off (s)	58	114.7	139.9	32	59	114.7	163.5	32
Yield/Force Off 170(s)	58	82.7	139.9	0	59	82.7	163.5	8
Local Start Time (s)	144	0	56.7	82.4	144	1	56.7	106
Local Yield (s)	163	49.7	74.9	137	164	49.7	98.5	137
Local Yield 170(s)	163	17.7	74.9	105	164	17.7	98.5	113

Intersection Summary

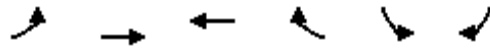
Cycle Length	170
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 65 (38%), Referenced to phase 2:WBT, Start of Green	

Splits and Phases: 32: Jog Rd & Atlantic Ave



Queues
3: Atlantic Ave & Turnpike (West)

Build 2045 AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	398	1771	1353	923	559	225
v/c Ratio	0.88	0.49	0.65	0.48	0.82	0.29
Control Delay	77.6	10.3	10.2	1.5	71.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	10.3	10.2	1.5	71.3	22.3
Queue Length 50th (ft)	401	266	64	0	291	131
Queue Length 95th (ft)	504	338	m243	m55	345	156
Internal Link Dist (ft)		1385	1131		690	
Turn Bay Length (ft)	600			700		125
Base Capacity (vph)	547	3646	2095	2018	807	867
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.49	0.65	0.46	0.69	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	2092	13	29	2057	306	33	52	1013	6	218
v/c Ratio	0.73	0.77	0.01	0.27	1.00	0.40	0.43	0.22	1.08	0.01	0.37
Control Delay	58.6	30.4	0.0	25.8	55.0	12.2	89.6	2.1	101.1	34.2	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0
Total Delay	58.6	30.4	0.0	25.8	55.0	12.2	89.6	2.1	108.8	34.2	18.4
Queue Length 50th (ft)	153	736	0	9	-821	17	34	0	~523	4	71
Queue Length 95th (ft)	#316	829	m0	m25	#915	139	73	0	#623	16	141
Internal Link Dist (ft)		1131			1076		409			509	
Turn Bay Length (ft)	425		425	350		350					
Base Capacity (vph)	293	2732	905	109	2052	773	157	315	937	720	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	1	26	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.77	0.01	0.27	1.00	0.40	0.21	0.17	1.11	0.01	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Build 2045 AM Peak

10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	102	2692	52	33	2120	116	120	141	156	155	301
v/c Ratio	0.65	0.83	0.05	0.33	0.70	0.12	0.79	0.41	0.71	0.82	0.60
Control Delay	53.4	24.7	0.1	18.5	35.6	7.8	98.7	9.8	71.9	90.4	46.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	24.9	0.1	18.5	35.6	7.8	98.7	9.8	71.9	90.4	46.5
Queue Length 50th (ft)	57	960	0	13	673	27	124	0	149	151	246
Queue Length 95th (ft)	m80	m899	m0	m24	810	m60	190	52	212	215	308
Internal Link Dist (ft)		1076			1806		474			830	
Turn Bay Length (ft)	275		300	325		200					200
Base Capacity (vph)	204	3260	1052	99	3045	1008	215	418	220	230	544
Starvation Cap Reductn	0	83	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.85	0.05	0.33	0.70	0.12	0.56	0.34	0.71	0.67	0.55

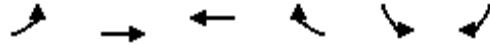
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Build 2045 AM Peak

16: Atlantic Ave & Hagen Ranch Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	431	2937	1479	122	307	616
v/c Ratio	0.83	0.91	0.66	0.16	0.34	0.84
Control Delay	68.4	31.0	14.8	1.2	48.3	48.3
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	68.4	31.8	14.8	1.2	48.3	48.3
Queue Length 50th (ft)	211	1072	407	12	134	545
Queue Length 95th (ft)	m267	1158	440	0	180	710
Internal Link Dist (ft)		1806	683		1523	
Turn Bay Length (ft)	300			550		450
Base Capacity (vph)	595	3241	2251	768	913	769
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	109	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.94	0.66	0.16	0.34	0.80

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
19: Legends Way & Atlantic Ave

Build 2045 AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	110	3002	62	63	1487	88	21	12	37	84	82
v/c Ratio	0.40	0.80	0.05	0.53	0.40	0.07	0.19	0.07	0.18	0.69	0.40
Control Delay	3.9	5.5	0.1	33.4	15.7	6.2	69.1	64.8	1.9	97.2	24.7
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	6.6	0.1	33.4	15.7	6.2	69.1	64.8	1.9	97.2	24.7
Queue Length 50th (ft)	5	60	0	16	346	20	21	12	0	87	14
Queue Length 95th (ft)	m8	702	m0	61	420	59	49	33	1	144	68
Internal Link Dist (ft)		683			1952			476			364
Turn Bay Length (ft)	325		275	200		250	175				
Base Capacity (vph)	304	3739	1182	119	3743	1187	235	345	354	259	358
Starvation Cap Reductn	0	456	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.91	0.05	0.53	0.40	0.07	0.09	0.03	0.10	0.32	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Build 2045 AM Peak

24: Atlantic Ave & Cumberland Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	94	2991	1537	32	55	40
v/c Ratio	0.33	0.68	0.39	0.03	0.49	0.29
Control Delay	5.0	13.8	2.1	0.6	86.1	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	13.8	2.1	0.6	86.1	23.7
Queue Length 50th (ft)	19	823	76	0	57	0
Queue Length 95th (ft)	m28	1055	103	m2	105	40
Internal Link Dist (ft)		1952	1476		410	
Turn Bay Length (ft)	300			250		
Base Capacity (vph)	323	4424	3945	1235	153	173
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.68	0.39	0.03	0.36	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
28: Seville Terrace & Atlantic Ave

Build 2045 AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	3343	42	35	2233	46	94
v/c Ratio	0.85	0.03	0.31	0.52	0.37	0.64
Control Delay	7.6	1.2	26.4	2.2	78.0	61.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	7.6	1.2	26.4	2.4	78.0	61.6
Queue Length 50th (ft)	377	0	3	57	47	57
Queue Length 95th (ft)	328	m2	m23	m95	89	118
Internal Link Dist (ft)	1476			905	282	
Turn Bay Length (ft)		225	200			
Base Capacity (vph)	3926	1227	112	4257	394	383
Starvation Cap Reductn	0	0	0	744	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.03	0.31	0.64	0.12	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
32: Jog Rd & Atlantic Ave

Build 2045 AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	281	2001	1203	435	823	175	446	624	413	380	1864	277
v/c Ratio	1.10	1.20	0.97	1.14	0.44	0.26	1.13	0.50	0.81	0.86	1.41	0.52
Control Delay	138.1	141.4	47.4	150.0	39.0	5.2	148.1	53.4	48.0	87.4	231.5	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.1	141.4	47.4	150.0	39.0	5.2	148.1	53.4	48.0	87.4	231.5	24.0
Queue Length 50th (ft)	~175	~920	348	~272	237	0	~278	208	267	203	~954	101
Queue Length 95th (ft)	m#233	#1014	#467	#387	279	52	#394	252	#438	#279	#1047	198
Internal Link Dist (ft)		905			1380			879			1496	
Turn Bay Length (ft)	400		300	400		400	275		250	550		450
Base Capacity (vph)	255	1668	1245	382	1857	680	393	1250	509	456	1321	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	1.20	0.97	1.14	0.44	0.26	1.13	0.50	0.81	0.83	1.41	0.52

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: Atlantic Ave & Turnpike (West)

Build 2045 PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	273	1552	1600	1002	199	166
v/c Ratio	0.84	0.38	0.54	0.47	0.53	0.31
Control Delay	87.7	4.9	6.4	3.0	75.8	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.7	4.9	6.4	3.0	75.8	39.9
Queue Length 50th (ft)	297	148	113	27	109	133
Queue Length 95th (ft)	386	199	452	m318	149	175
Internal Link Dist (ft)		1373	1131		690	
Turn Bay Length (ft)	600			700		125
Base Capacity (vph)	422	4092	2945	2397	760	619
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.38	0.54	0.42	0.26	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

5: Tranquility Lake Dr/Turnpike (East) & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	171	1582	17	46	2319	344	16	38	925	9	305
v/c Ratio	0.69	0.53	0.02	0.26	0.93	0.38	0.27	0.22	1.22	0.02	0.65
Control Delay	68.1	18.9	0.0	16.9	30.5	8.7	90.1	3.0	160.5	44.2	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	18.9	0.0	16.9	30.5	8.7	90.1	3.0	160.5	44.2	47.6
Queue Length 50th (ft)	136	298	0	14	295	44	18	0	~582	7	227
Queue Length 95th (ft)	232	319	0	m30	#1026	m134	45	0	#695	24	332
Internal Link Dist (ft)		1131			1076		409			509	
Turn Bay Length (ft)	425		425	350		350					
Base Capacity (vph)	248	2983	974	182	2506	902	145	257	756	620	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.53	0.02	0.25	0.93	0.38	0.11	0.15	1.22	0.01	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Build 2045 PM Peak

10: Lexington Club Blvd/Stone Quarry Rd & Atlantic Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	2245	33	71	2568	257	26	39	83	82	153
v/c Ratio	0.72	0.62	0.03	0.49	0.82	0.25	0.40	0.21	0.71	0.74	0.32
Control Delay	68.7	19.6	0.0	27.3	44.1	16.0	94.4	2.5	100.2	105.7	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	19.6	0.0	27.3	44.1	16.0	94.4	2.5	100.2	105.7	38.5
Queue Length 50th (ft)	196	491	0	23	1027	147	29	0	91	90	110
Queue Length 95th (ft)	m243	m653	m0	m23	1105	m198	64	0	149	148	161
Internal Link Dist (ft)		1076			1806		474			830	
Turn Bay Length (ft)	275		300	325		200					200
Base Capacity (vph)	292	3632	1162	168	3133	1018	224	368	117	200	481
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.62	0.03	0.42	0.82	0.25	0.12	0.11	0.71	0.41	0.32

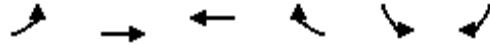
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Build 2045 PM Peak

16: Atlantic Ave & Hagen Ranch Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	537	1777	2271	220	201	548
v/c Ratio	0.91	0.49	0.90	0.24	0.30	0.84
Control Delay	64.6	23.7	23.1	1.5	59.2	57.7
Queue Delay	0.0	0.1	0.4	0.0	0.0	0.0
Total Delay	64.6	23.7	23.5	1.5	59.2	57.7
Queue Length 50th (ft)	310	633	734	2	99	536
Queue Length 95th (ft)	#386	642	294	31	140	713
Internal Link Dist (ft)		1806	683		1523	
Turn Bay Length (ft)	300			550		450
Base Capacity (vph)	620	3614	2536	899	680	665
Starvation Cap Reductn	0	0	51	0	0	0
Spillback Cap Reductn	0	360	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.55	0.91	0.24	0.30	0.82

Intersection Summary

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

Queue shown is maximum after two cycles.

Queues
19: Legends Way & Atlantic Ave

Build 2045 PM Peak

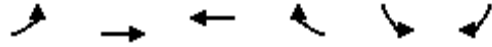


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	1978	36	56	2227	124	49	17	63	179	174
v/c Ratio	0.57	0.56	0.03	0.36	0.66	0.11	0.40	0.06	0.21	0.84	0.56
Control Delay	45.5	18.9	1.6	16.1	15.3	5.2	71.8	57.6	10.3	99.2	43.7
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	19.0	1.6	16.1	15.3	5.2	71.8	57.6	10.3	99.2	43.7
Queue Length 50th (ft)	34	734	1	18	316	21	50	16	0	196	105
Queue Length 95th (ft)	73	813	14	m29	277	31	92	39	37	274	179
Internal Link Dist (ft)		683			1952			476			364
Turn Bay Length (ft)	325		275	200		250	175				
Base Capacity (vph)	186	3537	1121	167	3384	1082	175	406	401	303	409
Starvation Cap Reductn	0	334	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	125	0	0	0	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.62	0.03	0.34	0.68	0.11	0.28	0.04	0.16	0.59	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

24: Atlantic Ave & Cumberland Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	1975	2289	49	68	55
v/c Ratio	0.54	0.46	0.60	0.04	0.55	0.34
Control Delay	45.3	0.9	10.0	3.5	92.4	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	0.9	10.0	3.5	92.4	21.9
Queue Length 50th (ft)	43	34	221	3	75	0
Queue Length 95th (ft)	100	33	695	m10	128	48
Internal Link Dist (ft)		1952	1476		410	
Turn Bay Length (ft)	300			250		
Base Capacity (vph)	236	4297	3827	1201	206	233
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.46	0.60	0.04	0.33	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
28: Seville Terrace & Atlantic Ave

Build 2045 PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2195	55	49	3521	65	106
v/c Ratio	0.55	0.04	0.31	0.82	0.53	0.63
Control Delay	15.3	2.1	9.1	18.4	91.3	48.1
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	15.3	2.1	9.1	19.0	91.3	48.1
Queue Length 50th (ft)	722	10	7	724	71	45
Queue Length 95th (ft)	798	15	m12	m675	123	112
Internal Link Dist (ft)	1476			905	282	
Turn Bay Length (ft)		225	200			
Base Capacity (vph)	3962	1241	157	4285	371	383
Starvation Cap Reductn	0	0	0	371	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.04	0.31	0.90	0.18	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
32: Jog Rd & Atlantic Ave

Build 2045 PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	421	1380	553	385	1558	459	907	1586	424	344	652	229
v/c Ratio	1.11	0.96	0.51	0.96	1.06	0.75	1.08	0.98	0.65	0.95	0.71	0.54
Control Delay	133.2	68.0	16.0	109.7	97.0	35.6	115.0	74.8	27.9	109.2	70.2	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.2	68.0	16.0	109.7	97.0	35.6	115.0	74.8	27.9	109.2	70.2	23.1
Queue Length 50th (ft)	~267	582	174	223	-694	251	-581	644	200	199	253	60
Queue Length 95th (ft)	#385	#667	217	#334	#789	400	#718	#751	330	#302	303	156
Internal Link Dist (ft)		905			1380			879			1496	
Turn Bay Length (ft)	400		300	400		400	275		250	550		450
Base Capacity (vph)	380	1442	1091	400	1472	611	836	1617	652	364	918	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.96	0.51	0.96	1.06	0.75	1.08	0.98	0.65	0.95	0.71	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX I

ICE Analysis for Jog Road Intersection



Florida Department of
TRANSPORTATION

**INTERSECTION CONTROL EVALUATION (ICE)
STAGE 1 FOR ATLANTIC AVENUE AT JOG
ROAD INTERSECTION
MEMORANDUM**

**PROJECT DEVELOPMENT AND ENVIRONMENT
(PD&E) STUDY**

ATLANTIC AVENUE (SR 806)

**FROM FLORIDA'S TURNPIKE (M.P. 1.748)
TO JOG ROAD (M.P. 3.560)**

**FINANCIAL PROJECT ID: 440575-3-22-02
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14423
PALM BEACH COUNTY, FLORIDA**

Prepared for:

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309**

November 2020

Intersection Control Evaluation (ICE) Stage 1 for Atlantic Avenue at Jog Road Intersection

Date: November 2, 2020
To: Alexander Estrada, PE (FDOT District 4 Office)
From: Scalar Consulting Group Inc.
Subject: ICE-Stage 1 for Atlantic Avenue at Jog Road Intersection
Project: Atlantic Avenue (SR 806) Project Development & Environment (PD&E) Study from Turnpike to Jog Road
FPID: 440575-3-22-02

This document summarizes the project information and procedure that was utilized to develop the Intersection Control Evaluation (ICE) Report-Stage 1 for the intersection of Atlantic Avenue at Jog Road, in accordance with the 2017 FDOT Manual on Intersection Control Evaluation.

Based on the operational analysis results, the intersection of Atlantic Avenue and Jog Road with the existing traffic signal will operate at LOS 'F' for the design year during AM and PM peak hours. The ICE analysis was performed to identify a viable intersection control strategy for their ability to better accommodate the high volumes and reduce delays during peak periods. The completed Stage 1 ICE forms are enclosed to be reviewed and approved by the District Design Engineer (DDE) and District Traffic Operations Engineer (DTOE).

Project information:

- **Project Purpose and Need:** The primary purpose of the project is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships along Atlantic Avenue from the Florida's Turnpike to Jog Road. Widening to 6-lane of Atlantic Avenue will help improve operations of the corridor and enhance safety.
- **Traffic Data Collection:** The traffic information provided in the 2019 Data Collection and Traffic Analysis West Atlantic Avenue report prepared by Gannet Fleming was adopted for this project as recommended by the Department. The turning movement counts (TMCs) collected in September 2018 and AADT projections were obtained from the Data Collection and Traffic Analysis West Atlantic Avenue report.
- **Roadway Characteristics:** Currently, Atlantic Avenue is a 4-lane divided urban principal arterial.
- **Analysis Years:** The analysis years for this project include Existing Year (2018), Opening Year (2025), and Design Year (2045). Per approved traffic analysis methodology, the ICE analysis Stage 1 was conducted for the design year.
- **Future Traffic Development:** To develop future year turning movement volumes for study intersections, existing year (2018) turning movement volumes, the recommended annual linear growth rate (1.6%), and K Factors and D Factors developed from the count data were utilized as inputs into the TMTTool, in accordance with the 2019 FDOT Project Traffic Forecasting Handbook. The future traffic volume development memorandum was reviewed and approved by the Department.
- **Environmental:** There are no wetlands near the Jog Road intersection. There is no habitat available to federal or state listed species. There is one contamination site within 500 feet of the existing intersection. Kings Point Cleaners has a Risk Rating of Medium based on past discharges and the lack of a full site assessment.

- **Right of Way (R/W) Constraints:** The NW quadrant of the Atlantic Avenue at Jog Road intersection features a residential community while the other three quadrants feature various retail stores, businesses, and restaurants.
- **Context Classification:** C3R-Suburban Residential
- **Design Vehicles:** WB-62FL

The Stage 1 of ICE comprises the Capacity Analysis for the Planning of Junctions (CAP-X) and the Safety Performance for Intersection Control Evaluation (SPICE). The summary of the results is:

➤ CAP-X:

	AM Peak	PM Peak
Top three alternatives	1. Displaced Left Turn (DLT)	1. Displaced Left Turn (DLT)
	2. Partial Displaced Left Turn (PDLT)	2. Partial Displaced Left Turn (PDLT)
	3. Traffic Signal (existing condition)	3. Traffic Signal (existing condition)

➤ SPICE:

Top three alternatives	1. Median U-Turn (MUT)
	2. Displaced Left Turn (DLT)
	3. Traffic Signal (existing condition)

Summary and Recommendation: Based on the operational analysis results of the ‘Build’ alternative, the intersection of Atlantic Avenue and Jog Road with the existing traffic signal will operate at LOS ‘F’ for the design year during AM and PM peak. The existing traffic signal will move forward in the analysis as the future ‘No-Build’ condition. A MUT or Partial MUT designs would re-route high turning volumes, which is not desirable. A DLT would provide an operational improvement but existing R/W limitation will lessen feasibility. It should be noted that there is a gated community (Kings Point) and shopping center in the SW corner that will reduce viability for both quadrant roadway (SW) and jughandle alternatives. After discussion with the Department, a Partial DLT (E-W) as a viable at-grade alternative was recommended to be advanced as it provides the operational benefits with less R/W impacts and construction costs when compared to the DLT.

Conclusion: According to the 2017 FDOT ICE Manual, no further stages of ICE analysis are anticipated as the Stage 1 led to a single viable control strategy (Partial DLT E-W) for the intersection of Atlantic Avenue and Jog Road. However, a final decision will be made by DDE and DTOE. The completed Stage 1 ICE forms must be approved and signed by DDE and DTOE.

ICE FORM – Stage 1

Intersection: West Atlantic Avenue @ Jog Road

Location: Palm Beach County – District 4

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

Intersection Control Evaluation Form 750-010-30

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	Atlantic Avenue PD&E from Turnpike to Jog Rd	FDOT Project #	440575-3-22-02	Date	11/02/20
Submitted By	Scalar Consulting Group, Inc	Agency/Company	FDOT	Email	
FDOT Context Classification	C3R - Suburban Residential	FDOT District	District 4	County	Palm Beach
Project Locality (City/Town/Village)		Project Type	Congestion Mitigation Project		
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of the project is to improve the local and regional transportation network while providing enhanced multimodal interrelationships. The ICE policy is being implemented to identify a viable intersection control strategy for their ability to better accommodate the high volumes and reduce significant delays during peak periods at the intersection of Atlantic Avenue and Jog Road.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The intersection of Atlantic Avenue and Jog Road is within unincorporated Palm Beach County. The NW quadrant features a residential community while the other three quadrants feature various retail stores, businesses, and restaurants.				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	Atlantic Avenue within the study area contains a sidewalk adjacent to the westbound lanes throughout the entire length of the study area. There is a sidewalk adjacent to the eastbound lanes from the Turnpike to Michelangelo Boulevard. Generally, there are four-foot wide bicycle lanes in each direction along Atlantic Avenue. Bus stops are present on the south side of Atlantic Avenue just east of Jog Road and on the east side of Jog Road just north of Atlantic Avenue. There is high potential for pedestrian and bicycle activity at the intersection.				

Major Street Information									
Route #:		Route Name(s)	Atlantic Avenue			Milepost			
Existing Control Type	Signal		Existing AADT	46,700	Design Year AADT	66,900			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)					
Primary Functional Classification		Urban Principal Arterial			Design Speed (mph)	45			
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Both sides of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	Yes		Left-Through	0				
	On-Street Bike Facilities?	Yes		Through	3	Left	138	Left	229
	Multi-Use Path?	No		Left-Through-Right	0	Through	1,425	Through	986
	Scheduled Bus Service?	Yes		Through-Right	0	Right	748	Right	348
	Bus Stop on Approach?	No		Right-Turn	2	Daily Truck %		6.0%	
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	Yes		Left-Through	0				
	On-Street Bike Facilities?	Yes		Through	2	Left	240	Left	220
	Multi-Use Path?	No		Left-Through-Right	0	Through	612	Through	1,102
	Scheduled Bus Service?	Yes		Through-Right	0	Right	102	Right	270
	Bus Stop on Approach?	Yes		Right-Turn	1	Daily Truck %		6.0%	

Minor Street Information										
Route #:		Route Name(s)	Jog Road				Milepost (if app.)			
Existing Control Type	Signal		Existing AADT	42,700		Design Year AADT	61,100			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)						
Primary Functional Classification			Urban Principal Arterial			Design Speed (mph)		45		
Secondary Functional Classification (if app.)			Urban Principal Arterial			Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through	0	Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	Yes		Through	3	Left	285	Left	576	
	Multi-Use Path?	No		Left-Through-Right	0	Through	474	Through	1,138	
	Scheduled Bus Service?	Yes		Through-Right	0	Right	229	Right	222	
	Bus Stop on Approach?	Yes		Right-Turn	1	Daily Truck %				
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through	0	Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	Yes		Through	3	Left	202	Left	217	
	Multi-Use Path?	No		Left-Through-Right	0	Through	1,338	Through	484	
	Scheduled Bus Service?	Yes		Through-Right	0	Right	132	Right	113	
	Bus Stop on Approach?	Yes		Right-Turn	1	Daily Truck %				
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn						
	Crosswalk on Approach?			Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?			Through		Left		Left		
	Multi-Use Path?			Left-Through-Right		Through		Through		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p>	
<p>The most recent five years of crash data on record (2013-2017) was collected for the study intersection. Over the five-year history, a total of 123 crashes were reported including one fatal and 71 injury crashes. The predominant crash type was rear-end which is a congestion-related crash type. Most crashes (89%) occurred on dry roadway surface and 75% took place during daylight condition.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	N/A	N/A	N/A	N/A	No	Existing signalized intersection.
All-Way Stop-Controlled	N/A	N/A	N/A	N/A	No	Existing signalized intersection.
Signalized Control	1.13	0.94	4.8	4	Yes	The existing traffic signal will move forward in the analysis as the future no-build condition.
Roundabout	N/A	N/A	N/A	N/A	No	Both the major and minor roadways have 3-lane approaches with high AADTs. A 3x3 roundabout analysis is not included in CAP-X spreadsheet.
Median U-Turn	1.60	1.45	6.3	1	No	A MUT doesn't provide an operational benefit over the existing signalized intersection with the increase V/C.
RCUT (Signalized)	3.57	2.64	6.3	5	No	A signalized RCUT is not anticipated to have adequate capacity to handle future traffic volumes.
RCUT (Unsignalized)	N/A	N/A	N/A	N/A	No	Existing signalized intersection.
Jughandle				2	No	Existing R/W limitations. There is a gated community (Kings Point) in SW corner that reduces feasibility.
Displaced Left-Turn	0.70	0.57	4.8	3	No	Operational performance provides a significant improvements for AM and PM. Existing R/W limitations will reduce feasibility.
Continuous Green Tee	N/A	N/A	N/A	N/A	No	The intersection currently has 4 approaches.
Quadrant Roadway	1.60 (SW)	1.18 (SW)	4.4		No	A quadrant roadway is anticipated to operate with a worse V/C. There is a gated entrance for Kings Point community in SW quadrant that reduces feasibility.
Partial MUT	1.43	1.06	6.3	1	No	A PMUT is anticipated to operate with a worse V/C than the existing signalized intersection.
Partial DLT	0.85 (E-W)	0.69 (E-W)	4.8	3	Yes	A PDLT for the E-W roadway would provide operational benefits, slightly less than the DLT but could reduce R/W impacts.

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination		Multiple Viable Alternatives Identified: Continue to Stage 2			
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

CAP-X – 2045 AM Peak

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	PD&E Services for SR-806/Atlantic Ave from Turnpike to Jog Rd
Project Number:	440575-3-22-02
Location:	West Atlantic Avenue and Jog Road
Date:	2045 AM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	12	255	1901	1143	3.00%	0.00%
Westbound	0	413	782	166	3.00%	0.00%
Southbound	7	354	1771	263	3.00%	0.00%
Northbound	3	421	593	392	3.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3R-Suburban Residential				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.70	1	4.8	Fair	Fair	Good
Partial Displaced Left Turn E-W	0.85	2	4.8	Fair	Fair	Good
Traffic Signal	1.13	3	4.8	Fair	Fair	Good
Partial Median U-Turn E-W	1.43	4	6.3	Good	Good	Fair
Quadrant Roadway S-W	1.60	5	4.4	Fair	Fair	Fair
Median U-Turn E-W	1.60	5	6.3	Good	Good	Fair
Signalized Restricted Crossing U-Turn E-W	3.57	7	6.3	Good	Good	Fair
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CAP-X – 2045 PM Peak

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	PD&E Services for SR-806/Atlantic Ave from Turnpike to Jog Rd
Project Number:	440575-3-22-02
Location:	West Atlantic Avenue and Jog Road
Date:	2045 PM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	40	360	1311	525	3.00%	0.00%
Westbound	8	358	1480	436	3.00%	0.00%
Southbound	5	322	619	218	3.00%	0.00%
Northbound	6	856	1507	403	3.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3R-Suburban Residential				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.57	1	4.8	Fair	Fair	Good
Partial Displaced Left Turn E-W	0.69	2	4.8	Fair	Fair	Good
Traffic Signal	0.94	3	4.8	Fair	Fair	Good
Partial Median U-Turn E-W	1.06	4	6.3	Good	Good	Fair
Quadrant Roadway S-W	1.18	5	4.4	Fair	Fair	Fair
Median U-Turn E-W	1.45	6	6.3	Good	Good	Fair
Signalized Restricted Crossing U-Turn E-W	2.64	7	6.3	Good	Good	Fair
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SPICE – Stage 1

Crash Summary (Atlantic Avenue at Jog Road)

	2013	2014	2015	2016	2017	Total	%
Crash Severity							
PDO	10	8	12	12	9	51	41%
Possible Injury	5	7	9	17	10	48	39%
Non-incapacitating Injury	2	3	2	4	7	18	15%
Incapacitating Injury	1	0	3	1	0	5	4.1%
Fatal	0	0	1	0	0	1	0.8%
Total	18	18	27	34	26	123	100%
Crash Type							
Front to Rear	9	8	9	13	15	54	44%
Front to Front	2	0	2	2	0	6	4.9%
Angle	6	4	14	13	5	42	34%
Sideswipe Same Direction	1	5	1	3	5	15	12%
Other	0	1	1	2	1	5	4.1%
Unknown	0	0	0	1	0	1	0.8%
Total	18	18	27	34	26	123	100%
Road Surface Condition							
Dry	16	14	25	32	22	109	89%
Wet	2	4	2	2	4	14	11%
Total	18	18	27	34	26	123	100%
Light Condition							
Daylight	13	12	18	27	22	92	75%
Dusk	1	1	1	0	1	4	3.3%
Dark (Street Light)	4	5	8	7	3	27	22%
Total	18	18	27	34	26	123	100%
Month							
January	3	2	2	3	2	12	9.8%
February	0	1	5	2	2	10	8.1%
March	4	1	3	3	2	13	10.6%
April	1	1	0	3	4	9	7.3%
May	0	2	3	1	2	8	6.5%
June	1	3	1	1	1	7	5.7%
July	1	3	1	3	2	10	8.1%
August	0	0	0	2	2	4	3.3%
September	3	1	1	3	0	8	6.5%
October	2	2	4	4	3	15	12.2%
November	2	0	3	3	4	12	9.8%
December	1	2	4	6	2	15	12.2%
Total	18	18	27	34	26	123	100%
Day							
Monday	2	2	5	5	3	17	13.8%
Tuesday	2	4	3	5	3	17	13.8%
Wednesday	4	5	6	5	3	23	18.7%
Thursday	5	4	5	7	6	27	22.0%
Friday	0	0	5	6	9	20	16.3%
Saturday	2	2	0	4	2	10	8.1%
Sunday	3	1	3	2	0	9	7.3%
Total	18	18	27	34	26	123	100%
Alcohol/Drugs Involved							
None	18	17	26	31	26	118	95.9%
Alcohol Involved	0	1	1	1	0	3	2.4%
Drugs Involved	0	0	0	2	0	2	1.6%
Total	18	18	27	34	26	123	100%

**Federal Highway Administration (FHWA)
Safety Performance for Intersection Control Evaluation Tool**

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	PD&E Services for SR-806/Atlantic Ave from Turnpike to Jog Rd	Intersection Type	At-Grade Intersections
Intersection:	West Atlantic Avenue and Jog Road	Opening Year	2025
Agency:	FDOT District 4	Design Year	2045
Project Reference:	440575-3-22-02	Facility Type	On Urban and Suburban Arterial
City:		Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	10/12/2020	# of Major Street Lanes (both directions)	6 or more
Analyst:	Scalar	Major Street Approach Speed	Less than 55 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	25.61	29.73	581.78	3	Yes	Uncalibrated SPF w/ EB
	Fatal & Injury	15.15	17.75	345.93			
Displaced Left Turn (DLT)	Total	22.54	26.16	511.96	2	N/A	CMF
	Fatal & Injury	13.34	15.62	304.42			
Median U-Turn (MUT)	Total	21.77	25.27	494.51	1	N/A	CMF
	Fatal & Injury	10.61	12.43	242.15			
Signalized RCUT	Total	66.02	97.45	1709.31	4	No	Uncalibrated SPF
	Fatal & Injury	18.01	27.38	474.08			

From: Olarte, Claudia <Claudia.Olarte@dot.state.fl.us>
Sent: Wednesday, November 4, 2020 9:33 AM
To: Estrada, Alexander
Cc: Aniruddha Gotmare, P.E.; Ehsan Doustmohammadi; John Scarlatos; Martinez, Cesar; Kareiva, Ronald
Subject: RE: 440575-3 Atlantic Avenue PD&E Study - Traffic for Noise and ICE Evaluation

Good morning Alex,

Thank you for providing the updated ICE report. I do not have any additional comments.

Thank you,

Claudia Olarte, P.E.

Strategic Intermodal System & Concept Development
Florida Dept. of Transportation - D4
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TELEWORK SCHEDULE M-F 7:30 am – 4:00 pm

From: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>
Sent: Tuesday, November 3, 2020 9:54 AM
To: Olarte, Claudia <Claudia.Olarte@dot.state.fl.us>
Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>; John Scarlatos <jscarlatos@scalarinc.net>; Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>; Kareiva, Ronald <Ronald.Kareiva@dot.state.fl.us>
Subject: RE: 440575-3 Atlantic Avenue PD&E Study - Traffic for Noise and ICE Evaluation

Claudia please see the revised ICE report, responses below.

Alexander Estrada, P.E.













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APPENDIX J

Synchro Reports for Partial DLT and Center Turn Overpass Alternatives at Jog Road Intersection

HCM Signalized Intersection Capacity Analysis
 1: Jog Rd & Atlantic Ave (Main Intersection)

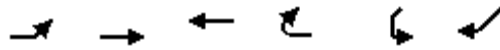
PDLT 2045 AM
 Atlantic Ave & Jog Rd Intersection

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑	↑↑↑		↑↑	↑↑↑	
Traffic Volume (vph)	0	1901	1143	0	782	166	424	593	0	361	1771	0
Future Volume (vph)	0	1901	1143	0	782	166	424	593	0	361	1771	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		4.0	4.0		4.0	4.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		0.91	0.88		0.91	1.00	0.97	0.91		0.97	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		5168	2832		5168	1609	3489	5168		3489	5168	
Flt Permitted		1.00	1.00		1.00	1.00	0.11	1.00		0.38	1.00	
Satd. Flow (perm)		5168	2832		5168	1609	420	5168		1378	5168	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2001	1203	0	823	175	446	624	0	380	1864	0
RTOR Reduction (vph)	0	0	234	0	0	112	0	0	0	0	0	0
Lane Group Flow (vph)	0	2001	969	0	823	63	446	624	0	380	1864	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		1 2			1 2		3	8		7	4	
Permitted Phases			1 2			1 2	8			4		
Actuated Green, G (s)		41.0	41.0		41.0	41.0	44.0	35.0		42.0	34.0	
Effective Green, g (s)		36.0	36.0		36.0	36.0	44.0	35.0		42.0	34.0	
Actuated g/C Ratio		0.36	0.36		0.36	0.36	0.44	0.35		0.42	0.34	
Clearance Time (s)							6.0	6.0		6.0	6.0	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1860	1019		1860	579	461	1808		747	1757	
v/s Ratio Prot		c0.39			0.16		c0.09	0.12		0.04	c0.36	
v/s Ratio Perm			0.34			0.04	0.34			0.17		
v/c Ratio		1.08	0.95		0.44	0.11	0.97	0.35		0.51	1.06	
Uniform Delay, d1		32.0	31.1		24.4	21.3	24.8	24.0		18.9	33.0	
Progression Factor		0.62	0.58		1.00	1.00	0.91	0.37		0.38	0.43	
Incremental Delay, d2		42.7	14.8		0.2	0.1	32.7	0.1		0.4	37.8	
Delay (s)		62.5	32.7		24.5	21.4	55.1	9.0		7.7	52.1	
Level of Service		E	C		C	C	E	A		A	D	
Approach Delay (s)		51.3			24.0			28.2			44.6	
Approach LOS		D			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			42.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)				21.0	
Intersection Capacity Utilization			94.2%				ICU Level of Service				F	
Analysis Period (min)			15									
Description: Main Intersection												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

PDLT 2045 AM

12: Atlantic Ave Crossover (West of Jog Rd)/Atlantic Ave (Main Intersection) Atlantic Ave & Jog Rd Intersection



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	267	3044	1206	0	0	263
Future Volume (vph)	267	3044	1206	0	0	263
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0	4.0	5.0			5.0
Lane Util. Factor	0.97	0.91	0.91			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3489	5168	5168			1638
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3489	5168	5168			1638
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	281	3204	1269	0	0	277
RTOR Reduction (vph)	0	0	0	0	0	30
Lane Group Flow (vph)	281	3204	1269	0	0	247
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA			Over
Protected Phases	1	Free	2			1
Permitted Phases						
Actuated Green, G (s)	20.7	100.0	69.3			20.7
Effective Green, g (s)	20.7	100.0	69.3			20.7
Actuated g/C Ratio	0.21	1.00	0.69			0.21
Clearance Time (s)	5.0		5.0			5.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	722	5168	3581			339
v/s Ratio Prot	0.08	0.62	0.25			0.15
v/s Ratio Perm						
v/c Ratio	0.39	0.62	0.35			0.73
Uniform Delay, d1	34.2	0.0	6.2			37.0
Progression Factor	1.11	1.00	0.31			1.00
Incremental Delay, d2	0.1	0.2	0.2			7.6
Delay (s)	37.9	0.2	2.2			44.6
Level of Service	D	A	A			D
Approach Delay (s)		3.3	2.2		44.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 21: Jog Rd/Side St & EB DLT

PDLT 2045 AM
 Atlantic Ave & Jog Rd Intersection



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	267	0	0	759	2132	263
Future Volume (vph)	267	0	0	759	2132	263
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0			4.0	6.0	4.0
Lane Util. Factor	0.97			0.91	0.81	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	0.95			1.00	1.00	1.00
Satd. Flow (prot)	3489			5168	7667	1609
Flt Permitted	0.95			1.00	1.00	1.00
Satd. Flow (perm)	3489			5168	7667	1609
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	281	0	0	799	2244	277
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	281	0	0	799	2244	277
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			NA	NA	Free
Protected Phases	2			1 7 8	3 4	
Permitted Phases						Free
Actuated Green, G (s)	18.0			71.0	49.0	100.0
Effective Green, g (s)	18.0			65.0	49.0	100.0
Actuated g/C Ratio	0.18			0.65	0.49	1.00
Clearance Time (s)	5.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	628			3359	3756	1609
v/s Ratio Prot	c0.08			c0.15	c0.29	
v/s Ratio Perm						0.17
v/c Ratio	0.45			0.24	0.60	0.17
Uniform Delay, d1	36.6			7.2	18.4	0.0
Progression Factor	0.39			0.31	1.00	1.00
Incremental Delay, d2	2.3			0.0	0.3	0.2
Delay (s)	16.6			2.3	18.6	0.2
Level of Service	B			A	B	A
Approach Delay (s)	16.6			2.3	16.6	
Approach LOS	B			A	B	

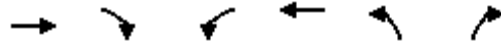
Intersection Summary

HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	40.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PDLT 2045 AM

32: Atlantic Ave (Main Intersection)/Atlantic Ave Crossover (East of Jog Rd) Atlantic Ave & Jog Rd Intersection



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		↔
Traffic Volume (vph)	2262	0	413	948	0	392
Future Volume (vph)	2262	0	413	948	0	392
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0		5.0	4.0		5.0
Lane Util. Factor	0.91		0.97	0.91		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5168		3489	5168		1638
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5168		3489	5168		1638
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2381	0	435	998	0	413
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	2381	0	435	998	0	411
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	Free		1
Permitted Phases						
Actuated Green, G (s)	60.6		29.4	100.0		29.4
Effective Green, g (s)	60.6		29.4	100.0		29.4
Actuated g/C Ratio	0.61		0.29	1.00		0.29
Clearance Time (s)	5.0		5.0			5.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	3131		1025	5168		481
v/s Ratio Prot	c0.46		0.12	0.19		c0.25
v/s Ratio Perm						
v/c Ratio	0.76		0.42	0.19		0.85
Uniform Delay, d1	14.4		28.5	0.0		33.3
Progression Factor	0.27		1.00	1.00		1.00
Incremental Delay, d2	0.8		0.3	0.1		13.5
Delay (s)	4.7		28.8	0.1		46.8
Level of Service	A		C	A		D
Approach Delay (s)	4.7			8.8	46.8	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

41: Jog Rd & WB DLT

PDLT 2045 AM
Atlantic Ave & Jog Rd Intersection















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	413	0	1017	392	0	2914
Future Volume (vph)	413	0	1017	392	0	2914
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0		6.0	4.0		4.0
Lane Util. Factor	0.97		0.81	1.00		0.91
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3489		7667	1609		5168
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3489		7667	1609		5168
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	435	0	1071	413	0	3067
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	435	0	1071	413	0	3067
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot		NA	Free		NA
Protected Phases	2		3 4			1 7 8
Permitted Phases				Free		
Actuated Green, G (s)	18.0		49.0	100.0		71.0
Effective Green, g (s)	18.0		49.0	100.0		65.0
Actuated g/C Ratio	0.18		0.49	1.00		0.65
Clearance Time (s)	5.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	628		3756	1609		3359
v/s Ratio Prot	c0.12		c0.14			c0.59
v/s Ratio Perm				0.26		
v/c Ratio	0.69		0.29	0.26		0.91
Uniform Delay, d1	38.4		15.1	0.0		15.1
Progression Factor	0.66		1.00	1.00		1.02
Incremental Delay, d2	5.9		0.0	0.4		1.2
Delay (s)	31.1		15.2	0.4		16.6
Level of Service	C		B	A		B
Approach Delay (s)	31.1		11.0			16.6
Approach LOS	C		B			B

Intersection Summary

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1: Jog Rd & Atlantic Ave (Main Intersection)

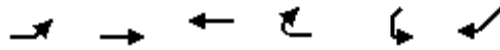
PDLT 2045 PM
 Atlantic Ave & Jog Rd Intersection

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑	↑↑	↑↑↑		↑↑	↑↑↑	
Traffic Volume (vph)	0	1311	525	0	1480	436	862	1507	0	327	619	0
Future Volume (vph)	0	1311	525	0	1480	436	862	1507	0	327	619	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		4.0	4.0		4.0	4.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		0.91	0.88		0.91	1.00	0.97	0.91		0.97	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		5168	2832		5168	1609	3489	5168		3489	5168	
Flt Permitted		1.00	1.00		1.00	1.00	0.24	1.00		0.14	1.00	
Satd. Flow (perm)		5168	2832		5168	1609	869	5168		507	5168	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1380	553	0	1558	459	907	1586	0	344	652	0
RTOR Reduction (vph)	0	0	359	0	0	168	0	0	0	0	0	0
Lane Group Flow (vph)	0	1380	194	0	1558	291	907	1586	0	344	652	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		1 2			1 2		3	8		7	4	
Permitted Phases			1 2			1 2	8			4		
Actuated Green, G (s)		47.0	47.0		47.0	47.0	63.0	45.0		41.0	29.0	
Effective Green, g (s)		42.0	42.0		42.0	42.0	63.0	45.0		41.0	29.0	
Actuated g/C Ratio		0.35	0.35		0.35	0.35	0.52	0.38		0.34	0.24	
Clearance Time (s)							6.0	6.0		6.0	6.0	
Vehicle Extension (s)							3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1808	991		1808	563	1067	1938		471	1248	
v/s Ratio Prot		0.27			c0.30		c0.20	0.31		0.07	0.13	
v/s Ratio Perm			0.07			0.18	c0.25			0.18		
v/c Ratio		0.76	0.20		0.86	0.52	0.85	0.82		0.73	0.52	
Uniform Delay, d1		34.6	27.2		36.3	30.9	21.4	33.8		30.1	39.5	
Progression Factor		0.78	1.14		1.00	1.00	0.40	0.41		0.57	0.61	
Incremental Delay, d2		1.9	0.1		4.2	0.8	5.3	2.2		5.7	0.4	
Delay (s)		28.9	31.0		40.5	31.7	13.9	16.0		22.8	24.3	
Level of Service		C	C		D	C	B	B		C	C	
Approach Delay (s)		29.5			38.5			15.2			23.8	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			26.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			78.7%				ICU Level of Service			D		
Analysis Period (min)			15									
Description: Main Intersection												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

PDLT 2045 PM

12: Atlantic Ave Crossover (West of Jog Rd)/Atlantic Ave (Main Intersection) Atlantic Ave & Jog Rd Intersection



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↖↖	↑↑↑	↑↑↑			↘
Traffic Volume (vph)	400	1836	2342	0	0	218
Future Volume (vph)	400	1836	2342	0	0	218
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0	4.0	5.0			5.0
Lane Util. Factor	0.97	0.91	0.91			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3489	5168	5168			1638
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3489	5168	5168			1638
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	421	1933	2465	0	0	229
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	421	1933	2465	0	0	227
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA			Over
Protected Phases	1	Free	2			1
Permitted Phases						
Actuated Green, G (s)	22.5	120.0	87.5			22.5
Effective Green, g (s)	22.5	120.0	87.5			22.5
Actuated g/C Ratio	0.19	1.00	0.73			0.19
Clearance Time (s)	5.0		5.0			5.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	654	5168	3768			307
v/s Ratio Prot	0.12	0.37	c0.48			c0.14
v/s Ratio Perm						
v/c Ratio	0.64	0.37	0.65			0.74
Uniform Delay, d1	45.0	0.0	8.4			46.0
Progression Factor	1.15	1.00	0.52			1.00
Incremental Delay, d2	1.8	0.2	0.5			8.9
Delay (s)	53.6	0.2	4.9			54.9
Level of Service	D	A	A			D
Approach Delay (s)		9.7	4.9		54.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 21: Jog Rd/Side St & EB DLT

PDLT 2045 PM
 Atlantic Ave & Jog Rd Intersection



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	400	0	0	1943	946	218
Future Volume (vph)	400	0	0	1943	946	218
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0			4.0	6.0	4.0
Lane Util. Factor	0.97			0.91	0.81	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	0.95			1.00	1.00	1.00
Satd. Flow (prot)	3489			5168	7667	1609
Flt Permitted	0.95			1.00	1.00	1.00
Satd. Flow (perm)	3489			5168	7667	1609
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	421	0	0	2045	996	229
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	421	0	0	2045	996	229
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			NA	NA	Free
Protected Phases	2			1 7 8	3 4	
Permitted Phases						Free
Actuated Green, G (s)	21.0			88.0	63.0	120.0
Effective Green, g (s)	21.0			82.0	63.0	120.0
Actuated g/C Ratio	0.18			0.68	0.52	1.00
Clearance Time (s)	5.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	610			3531	4025	1609
v/s Ratio Prot	c0.12			c0.40	0.13	
v/s Ratio Perm						0.14
v/c Ratio	0.69			0.58	0.25	0.14
Uniform Delay, d1	46.4			10.0	15.6	0.0
Progression Factor	0.60			0.42	1.00	1.00
Incremental Delay, d2	6.0			0.1	0.0	0.2
Delay (s)	34.1			4.4	15.6	0.2
Level of Service	C			A	B	A
Approach Delay (s)	34.1			4.4	12.7	
Approach LOS	C			A	B	

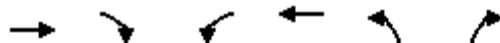
Intersection Summary

HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

PDLT 2045 PM

32: Atlantic Ave (Main Intersection)/Atlantic Ave Crossover (East of Jog Rd) Atlantic Ave & Jog Rd Intersection



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		↔
Traffic Volume (vph)	1638	0	366	1916	0	403
Future Volume (vph)	1638	0	366	1916	0	403
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0		5.0	4.0		5.0
Lane Util. Factor	0.91		0.97	0.91		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5168		3489	5168		1638
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5168		3489	5168		1638
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1724	0	385	2017	0	424
RTOR Reduction (vph)	0	0	0	0	0	6
Lane Group Flow (vph)	1724	0	385	2017	0	418
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	Free		1
Permitted Phases						
Actuated Green, G (s)	72.7		37.3	120.0		37.3
Effective Green, g (s)	72.7		37.3	120.0		37.3
Actuated g/C Ratio	0.61		0.31	1.00		0.31
Clearance Time (s)	5.0		5.0			5.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	3130		1084	5168		509
v/s Ratio Prot	c0.33		0.11	0.39		c0.26
v/s Ratio Perm						
v/c Ratio	0.55		0.36	0.39		0.82
Uniform Delay, d1	14.0		32.0	0.0		38.3
Progression Factor	0.10		1.00	1.00		1.00
Incremental Delay, d2	0.5		0.2	0.2		10.0
Delay (s)	1.9		32.2	0.2		48.3
Level of Service	A		C	A		D
Approach Delay (s)	1.9			5.4	48.3	
Approach LOS	A			A	D	

Intersection Summary

HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

41: Jog Rd & WB DLT

PDLT 2045 PM
Atlantic Ave & Jog Rd Intersection























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	366	0	2369	403	0	1144
Future Volume (vph)	366	0	2369	403	0	1144
Ideal Flow (vphp)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	5.0		6.0	4.0		4.0
Lane Util. Factor	0.97		0.81	1.00		0.91
Frt	1.00		1.00	0.85		1.00
Flt Protected	0.95		1.00	1.00		1.00
Satd. Flow (prot)	3489		7667	1609		5168
Flt Permitted	0.95		1.00	1.00		1.00
Satd. Flow (perm)	3489		7667	1609		5168
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	385	0	2494	424	0	1204
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	385	0	2494	424	0	1204
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot		NA	Free		NA
Protected Phases	2		3 4			1 7 8
Permitted Phases				Free		
Actuated Green, G (s)	21.0		63.0	120.0		88.0
Effective Green, g (s)	21.0		63.0	120.0		82.0
Actuated g/C Ratio	0.18		0.52	1.00		0.68
Clearance Time (s)	5.0					
Vehicle Extension (s)	3.0					
Lane Grp Cap (vph)	610		4025	1609		3531
v/s Ratio Prot	c0.11		c0.33			c0.23
v/s Ratio Perm				0.26		
v/c Ratio	0.63		0.62	0.26		0.34
Uniform Delay, d1	45.9		20.1	0.0		7.8
Progression Factor	0.63		1.00	1.00		0.38
Incremental Delay, d2	4.8		0.3	0.4		0.1
Delay (s)	33.7		20.4	0.4		3.0
Level of Service	C		C	A		A
Approach Delay (s)	33.7		17.5			3.0
Approach LOS	C		B			A

Intersection Summary

HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			













HCM 2010 Signalized Intersection Summary
32: Jog Rd

Overpass Grade-separated Signal 2045 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 		
Traffic Volume (veh/h)	255	0	0	413	0	0	421	0	0	354	0	0
Future Volume (veh/h)	255	0	0	413	0	0	421	0	0	354	0	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	0	0	1845	0	0	1845	0	0
Adj Flow Rate, veh/h	268	0	0	435	0	0	443	0	0	373	0	0
Adj No. of Lanes	2	0	0	2	0	0	2	0	0	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	3	0	0	3	0	0	3	0	0
Cap, veh/h	2366	0	0	2366	0	0	548	0	0	548	0	0
Arrive On Green	0.69	0.00	0.00	0.69	0.00	0.00	0.16	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	3408	268		3408	435		3408	443		3408	373	
Grp Volume(v), veh/h	268	5.1		435	5.4		443	43.4		373	41.0	
Grp Sat Flow(s),veh/h/ln	1704	A		1704	A		1704	D		1704	D	
Q Serve(g_s), s	2.6			4.5			12.5			10.3		
Cycle Q Clear(g_c), s	2.6			4.5			12.5			10.3		
Prop In Lane	1.00			1.00			1.00			1.00		
Lane Grp Cap(c), veh/h	2366			2366			548			548		
V/C Ratio(X)	0.11			0.18			0.81			0.68		
Avail Cap(c_a), veh/h	2366			2366			1483			1483		
HCM Platoon Ratio	1.00			1.00			1.00			1.00		
Upstream Filter(I)	0.45			1.00			1.00			1.00		
Uniform Delay (d), s/veh	5.1			5.4			40.5			39.5		
Incr Delay (d2), s/veh	0.0			0.0			2.9			1.5		
Initial Q Delay(d3),s/veh	0.0			0.0			0.0			0.0		
%ile BackOfQ(50%),veh/ln	1.2			2.1			6.1			5.0		
LnGrp Delay(d),s/veh	5.1			5.4			43.4			41.0		
LnGrp LOS	A			A			D			D		
Approach Vol, veh/h												
Approach Delay, s/veh												
Approach LOS												
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	3		5			7					
Phs Duration (G+Y+Rc), s	76.4	23.6		76.4			23.6					
Change Period (Y+Rc), s	7.0	7.5		7.0			7.5					
Max Green Setting (Gmax), s	42.0	43.5		42.0			43.5					
Max Q Clear Time (g_c+I1), s	4.6	12.3		6.5			14.5					
Green Ext Time (p_c), s	0.9	1.3		1.5			1.5					
Intersection Summary												
HCM 2010 Ctrl Delay			25.2									
HCM 2010 LOS			C									





















HCM 2010 Signalized Intersection Summary
32: Jog Rd

Overpass At-Grade Signal 2045 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑		↑↑↑	↑		↑↑↑	↑
Traffic Volume (veh/h)	0	1901	1143	0	782	166	0	593	392	0	1771	263
Future Volume (veh/h)	0	1901	1143	0	782	166	0	593	392	0	1771	263
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	2001	1203	0	823	175	0	624	413	0	1864	277
Adj No. of Lanes	0	3	2	0	3	1	0	3	1	0	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	0	3	3	0	3	3	0	3	3
Cap, veh/h	0	2257	1237	0	2257	702	0	2074	646	0	2074	646
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	5202	2760	0	5202	1567	0	5202	1568	0	5202	1568
Grp Volume(v), veh/h	0	2001	1203	0	823	175	0	624	413	0	1864	277
Grp Sat Flow(s),veh/h/ln	0	1679	1380	0	1679	1567	0	1679	1568	0	1679	1568
Q Serve(g_s), s	0.0	36.4	42.7	0.0	10.8	6.9	0.0	8.3	21.0	0.0	34.6	12.6
Cycle Q Clear(g_c), s	0.0	36.4	42.7	0.0	10.8	6.9	0.0	8.3	21.0	0.0	34.6	12.6
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2257	1237	0	2257	702	0	2074	646	0	2074	646
V/C Ratio(X)	0.00	0.89	0.97	0.00	0.36	0.25	0.00	0.30	0.64	0.00	0.90	0.43
Avail Cap(c_a), veh/h	0	2257	1237	0	2257	702	0	2115	659	0	2115	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	25.3	27.0	0.0	18.2	17.1	0.0	19.7	23.5	0.0	27.5	21.0
Incr Delay (d2), s/veh	0.0	2.2	11.5	0.0	0.5	0.8	0.0	0.1	2.0	0.0	5.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.1	18.2	0.0	5.0	3.2	0.0	3.9	9.4	0.0	17.0	5.5
LnGrp Delay(d),s/veh	0.0	27.5	38.4	0.0	18.7	18.0	0.0	19.8	25.5	0.0	33.0	21.5
LnGrp LOS		C	D		B	B		B	C		C	C
Approach Vol, veh/h		3204			998			1037			2141	
Approach Delay, s/veh		31.6			18.5			22.1			31.5	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.8		48.2		51.8		48.2				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		44.0		42.0		44.0		42.0				
Max Q Clear Time (g_c+I1), s		12.8		23.0		44.7		36.6				
Green Ext Time (p_c), s		6.5		5.3		0.0		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									













HCM 2010 Signalized Intersection Summary
32: Jog Rd

Overpass Grade-separated Signal 2045 PM
Atlantic Ave & Jog Rd Intersection

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 		
Traffic Volume (veh/h)	360	0	0	358	0	0	856	0	0	322	0	0
Future Volume (veh/h)	360	0	0	358	0	0	856	0	0	322	0	0
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	0	0	1845	0	0	1845	0	0
Adj Flow Rate, veh/h	379	0	0	377	0	0	901	0	0	339	0	0
Adj No. of Lanes	2	0	0	2	0	0	2	0	0	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	0	3	0	0	3	0	0	3	0	0
Cap, veh/h	1978	0	0	1978	0	0	1019	0	0	1019	0	0
Arrive On Green	0.58	0.00	0.00	0.58	0.00	0.00	0.30	0.00	0.00	0.30	0.00	0.00
Sat Flow, veh/h	3408	379		3408	377		3408	901		3408	339	
Grp Volume(v), veh/h	379	11.9		377	11.9		901	42.9		339	32.9	
Grp Sat Flow(s),veh/h/ln	1704	B		1704	B		1704	D		1704	C	
Q Serve(g_s), s	6.3			6.3			30.2			9.3		
Cycle Q Clear(g_c), s	6.3			6.3			30.2			9.3		
Prop In Lane	1.00			1.00			1.00			1.00		
Lane Grp Cap(c), veh/h	1978			1978			1019			1019		
V/C Ratio(X)	0.19			0.19			0.88			0.33		
Avail Cap(c_a), veh/h	1978			1978			1974			1974		
HCM Platoon Ratio	1.00			1.00			1.00			1.00		
Upstream Filter(I)	0.81			1.00			1.00			1.00		
Uniform Delay (d), s/veh	11.9			11.9			40.1			32.8		
Incr Delay (d2), s/veh	0.0			0.0			2.8			0.2		
Initial Q Delay(d3),s/veh	0.0			0.0			0.0			0.0		
%ile BackOfQ(50%),veh/ln	3.0			2.9			14.7			4.4		
LnGrp Delay(d),s/veh	11.9			11.9			42.9			32.9		
LnGrp LOS	B			B			D			C		
Approach Vol, veh/h												
Approach Delay, s/veh												
Approach LOS												
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	3		5			7					
Phs Duration (G+Y+Rc), s	76.6	43.4		76.6			43.4					
Change Period (Y+Rc), s	7.0	7.5		7.0			7.5					
Max Green Setting (Gmax), s	36.0	69.5		36.0			69.5					
Max Q Clear Time (g_c+I1), s	8.3	11.3		8.3			32.2					
Green Ext Time (p_c), s	1.3	1.2		1.3			3.6					
Intersection Summary												
HCM 2010 Ctrl Delay			29.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
32: Jog Rd

Overpass At-Grade Signal 2045 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑↑		↑↑↑	↑		↑↑↑	↑		↑↑↑	↑
Traffic Volume (veh/h)	0	1311	525	0	1480	436	0	1507	403	0	619	218
Future Volume (veh/h)	0	1311	525	0	1480	436	0	1507	403	0	619	218
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1380	553	0	1558	459	0	1586	424	0	652	229
Adj No. of Lanes	0	3	2	0	3	1	0	3	1	0	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	0	3	3	0	3	3	0	3	3
Cap, veh/h	0	2512	1376	0	2512	782	0	1937	603	0	1937	603
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.50	0.00	0.38	0.38	0.00	0.38	0.38
Sat Flow, veh/h	0	5202	2760	0	5202	1567	0	5202	1568	0	5202	1568
Grp Volume(v), veh/h	0	1380	553	0	1558	459	0	1586	424	0	652	229
Grp Sat Flow(s),veh/h/ln	0	1679	1380	0	1679	1567	0	1679	1568	0	1679	1568
Q Serve(g_s), s	0.0	22.7	15.1	0.0	26.9	24.9	0.0	34.0	27.4	0.0	11.0	12.6
Cycle Q Clear(g_c), s	0.0	22.7	15.1	0.0	26.9	24.9	0.0	34.0	27.4	0.0	11.0	12.6
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2512	1376	0	2512	782	0	1937	603	0	1937	603
V/C Ratio(X)	0.00	0.55	0.40	0.00	0.62	0.59	0.00	0.82	0.70	0.00	0.34	0.38
Avail Cap(c_a), veh/h	0	2512	1376	0	2512	782	0	2140	666	0	2140	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.81	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	18.9	0.0	21.8	21.3	0.0	33.2	31.1	0.0	26.1	26.6
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	1.2	3.2	0.0	2.4	3.0	0.0	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	5.8	0.0	12.7	11.4	0.0	16.1	12.3	0.0	5.1	5.5
LnGrp Delay(d),s/veh	0.0	21.0	19.0	0.0	23.0	24.5	0.0	35.6	34.1	0.0	26.2	27.0
LnGrp LOS		C	B		C	C		D	C		C	C
Approach Vol, veh/h		1933			2017			2010			881	
Approach Delay, s/veh		20.4			23.3			35.3			26.4	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.8		53.2		66.8		53.2				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		55.0		51.0		55.0		51.0				
Max Q Clear Time (g_c+I1), s		28.9		36.0		24.7		14.6				
Green Ext Time (p_c), s		14.6		10.2		14.7		5.4				
Intersection Summary												
HCM 2010 Ctrl Delay				26.4								
HCM 2010 LOS				C								

Ehsan Doustmohammadi, P.E.

From: Phan, Trang <Trang.Phan@dot.state.fl.us>
Sent: Friday, April 30, 2021 9:09 AM
To: Ehsan Doustmohammadi
Cc: Estrada, Alexander; Aniruddha Gotmare, P.E.; John Scarlatos
Subject: RE: Atlantic Avenue PD&E Study - Revised PTAR

Thanks, I have no further questions.

Thank you,

Trang Phan

Planning Specialist
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, Florida 33309
☎ (954) 777-4294
✉ Trang.Phan@dot.state.fl.us

From: Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>
Sent: Wednesday, April 28, 2021 2:03 PM
To: Phan, Trang <Trang.Phan@dot.state.fl.us>
Cc: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>; Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; John Scarlatos <jscarlatos@scalarinc.net>
Subject: RE: Atlantic Avenue PD&E Study - Revised PTAR

Trang,

Thanks for your feedback. Please see the response below as also shown in ERC.

6. The existing volumes for the WB through movements at intersection 7 (Seville Terrace) during both the AM and PM peaks (from Synchro files) do not match the volumes shown in Figure 2 (page 11/545). There was a growth factor applied for reasons I could not find in the report

RTC#6: The Synchro files have been double-checked and no discrepancies in volumes were found. The Synchro reports for existing condition were included in Appendix D.

Please let us know if you have any additional comments/questions.

Thanks,

Ehsan Doustmohammadi, PhD
Lead Traffic Modeler



2250 Lucien Way, Suite 120
Maitland, Florida 32751
Office: (407) 440.3512 Ext. 202

From: Phan, Trang <Trang.Phan@dot.state.fl.us>
Sent: Wednesday, April 28, 2021 10:29 AM
To: John Scarlatos <jscarlatos@scalarinc.net>
Cc: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>; Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>
Subject: RE: Atlantic Avenue PD&E Study - Revised PTAR

Thanks, John for the file. Just minor corrections/ comments for your consideration

Also: do you have response for my comment below (from ERC):

The existing volumes for the WB through movements at intersection 7 (Seville Terrace) during both the AM and PM peaks (from Synchro files) do not match the volumes shown in Figure 2 (page 11/545). There was a growth factor applied for reasons I could not find in the report

Thank you,

Trang Phan

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✉ Trang.Phan@dot.state.fl.us

From: John Scarlatos <jscarlatos@scalarinc.net>
Sent: Tuesday, April 27, 2021 2:58 PM
To: Phan, Trang <Trang.Phan@dot.state.fl.us>
Cc: Estrada, Alexander <Alexander.Estrada@dot.state.fl.us>; Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>
Subject: FW: Atlantic Avenue PD&E Study - Revised PTAR

EXTERNAL SENDER: Use caution with links and attachments.

Trang,

Attached is the revised PTAR reflecting the changes based on comment responses in ERC.

Thanks,

John Scarlatos
Transportation Planning Manager



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Suite 200
West Palm Beach, FL 33407
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From: John Scarlatos

Sent: Tuesday, March 16, 2021 2:01 PM

To: Alexander.Estrada@dot.state.fl.us

Cc: Aniruddha Gotmare, P.E. <agotmare@scalarinc.net>; Ehsan Doustmohammadi <Edoustmohammadi@scalarinc.net>

Subject: Atlantic Avenue PD&E Study - Revised PTAR

Alex,

The comment responses have been entered into ERC and attached is the revised report.

Regards,

John Scarlatos

Transportation Planning Manager



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