***FDOT ICE Training***

**SR 710 at Northlake Boulevard – Case Study Data**

* For Stage 1 – CAP-X Analysis
  + Existing Year – 2019
  + Truck Percentage
    - SR 710 – NB: 13.9%, SB: 14.8%
    - Northlake Boulevard – EB: 4.0%, WB: 9.8%
  + FDOT Context Classification – C3R Suburban Residential
  + See Page 3 for turning movement counts input
* For Stage 1 – SPICE Analysis
  + Opening Year – 2020
    - SR 710 AADT – 22,400
    - Northlake Boulevard AADT – 33,400
  + Design Year – 2040
    - SR 710 AADT – 28,700
    - Northlake Boulevard AADT – 38,800
  + Speed Limit
    - SR 710 – 55 MPH
    - Northlake Boulevard – 55 MPH
* For Stage 2 – SPICE
  + At-Grade Part C CMF Inputs
    - Lighting Present – Yes
    - # Approaches with Permissive LT Signal Phasing – 0
    - # Approaches with Perm./Prot. LT Signal Phasing – 0
    - # Approaches with Protected LT Signal Phasing – 3
    - # Approaches with RTOR Prohibited – 0
    - Red Light Cameras Present – No
    - Ped Volume – Low (50)
    - Max Lanes Crossed by Ped – 8
    - # Bus Stops within 1,000’ – 0
    - Schools within 1,000’ of intersection – No
    - # of Alcohol Establishments within 1,000’ – 0
  + Historical crash data is provided on Page 2
* For Stage 2 – ICE Tool
  + AM Peak Hour – 7:00 to 8:00 AM
  + PM Peak Hour – 5:00 to 6:00 PM
  + Facility Type – Urban Principal Arterial
  + Design and Construction Costs
    - Traffic Signal – $0
    - Partial DLT – $3,100,000
    - Quadrant Roadway – $1,810,000
  + ROW Costs
    - Traffic Signal – $0
    - Partial DLT – $1,700,000
    - Quadrant Roadway – $0
  + Obtain Safety information input from Stage 2 SPICE Tool
    - Crash Prediction Summary table in the Results tab
  + Delay Information
    - Traffic Signal –
      * Opening Year AM – 50.1 seconds
      * Opening Year PM – 89.5 seconds
      * Design Year AM – 190.3 seconds
      * Design Year PM – 234.2 seconds
    - Quadrant Roadway –
      * Opening Year AM – 41.6 seconds
      * Opening Year PM – 70.9 seconds
      * Design Year AM – 130.4 seconds
      * Design Year PM – 269.4 seconds
    - Partial DLT – information already provided in spreadsheet





Note: Orange cells represent truck %

**US 41 at SR 44 – Case Study Data**

* For Stage 1 – CAP-X Analysis
  + Existing Year – 2018
  + Truck Percentage
    - US 41 – NB/SB: 10.0%
    - SR 44 – EB: 6.8%, WB: 4.5%
  + FDOT Context Classification – C3C Suburban Commercial
  + See Page 7 for turning movement count inputs
* For Stage 1 – SPICE Analysis
  + Opening Year – 2020
    - US 41 AADT – 30,300
    - SR 44 AADT – 15,900
  + Design Year – 2040
    - US 41 AADT – 37,400
    - SR 44 AADT – 18,400
  + US 41 Speed Limit – 45 MPH
  + SR 44 Speed Limit – 45 MPH
* For Stage 2 – SPICE
  + At-Grade Part C CMF Inputs
    - Lighting Present – Yes
    - # Approaches with Permissive LT Signal Phasing – 0
    - # Approaches with Perm./Prot. LT Signal Phasing:
      * Traffic Signal – 3
      * Traffic Signal (Alt.) – 2
    - # of Approaches Protected LT Signal Phasing:
      * Traffic Signal – 1
      * Traffic Signal (Alt.) – 2
    - # Approaches with RTOR Prohibited – 0
    - Red Light Cameras Present – No
    - Ped Volume – Low (50)
    - Max Lanes Crossed by Ped – 6
    - # Bus Stops within 1,000’ – 0
    - Schools within 1,000’ of intersection – No
    - # of Alcohol Establishments within 1,000’ – 4
  + Roundabout
    - Leg 1
      * Opening Year AADT – 15,150
      * Leg has Right-Turn Bypass – Yes
      * Entering Width (ft) – 30
      * # of Entering Lanes – 2
      * # of Circulating Lanes – 1
    - Leg 2
      * Leg has Right-Turn Bypass – No
      * Entering Width (ft) – 30
      * # of Entering Lanes – 2
      * # of Circulating Lanes – 2
    - Leg 3
      * Opening Year AADT – 7,950
      * Leg has Right-Turn Bypass – No
      * Entering Width (ft) – 30
      * # of Entering Lanes – 2
      * # of Circulating Lanes – 2
    - Leg 4
      * Leg has Right-Turn Bypass – Yes
      * Entering Width (ft) – 30
      * # of Entering Lanes – 2
      * # of Circulating Lanes – 2
  + Restricted Crossing U-Turn
    - # U-Turns – 2
    - # of Major Roadway Lanes – 2
    - # of Minor Roadway Lanes – 2
    - Total Offset Distance (ft) – 1,250
    - Number of Driveways – 8
    - Total Deceleration Lane Length (ft) – 400
    - Number of Left-Turn Lanes From Major Road – 2+
    - Major Road Speed Limit (mph) – <=50
    - Total Median Width (ft) – 50
  + Historical crash data is provided on Page 6
* For Stage 2 – ICE Tool
  + AM Peak Hour – 7:00 to 8:00 AM
  + PM Peak Hour – 4:00 to 5:00 PM
  + Facility Type – Urban Principal Arterial
  + Design and Construction Costs
    - Traffic Signal - $0
    - Modified Signal - $790,000
    - Roundabout - $2,470,000
    - Signalized RCUT - $2,360,000
    - Quadrant Roadway - $1,500,000
  + ROW Costs
    - Traffic Signal - $0
    - Modified Signal - $0
    - Roundabout - $725,000
    - Signalized RCUT - $100,000
    - Quadrant Roadway - $2,000,000
  + Obtain safety input information from Stage 2 SPICE Tool
    - Crash Prediction Summary table in the Results tab
  + Delay Information
    - Traffic Signal -
      * Opening Year AM – 25.3 seconds
      * Opening Year PM – 29.3 seconds
      * Design Year AM – 30.8 seconds
      * Design Year PM – 49.2 seconds
    - Traffic Signal (Alt) –
      * Opening Year AM – 21.8 seconds
      * Opening Year PM – 26.6 seconds
      * Design Year AM – 26.2 seconds
      * Design Year PM – 46.6 seconds
    - Roundabout –
      * Opening Year AM – 8.3 seconds
      * Opening Year PM – 11.8 seconds
      * Design Year AM – 13.3 seconds
      * Design Year PM – 21.4 seconds
    - Quadrant Roadway –
      * Opening Year AM – 42.7 seconds
      * Opening Year PM – 40.7 seconds
      * Design Year AM – 58.3 seconds
      * Design Year PM – 60.0 seconds
    - Signalized RCUT – information already provided in spreadsheet





Note: Orange cells represent truck %