***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 %