



November 4, 2019

Bryan G. Kelley, P.E.
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West Palm Beach, FL 33407

**Department of Engineering
and Public Works**

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**RE: Valico Nursery Industrial
FLUA Amendment Policy 3.5-d Review
Round 2020-B**

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, revised October 29, 2019, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County
Board of County
Commissioners**

Mack Bernard, Mayor

Dave Kerner, Vice Mayor

Hal R. Valeche

Gregg K. Weiss

Robert S. Weinroth

Mary Lou Berger

Melissa McKinlay

County Administrator

Verdenia C. Baker

Location:	NE corner of Boynton Beach Boulevard and Acme Dairy Road	
PCN:	00-42-43-27-05-050-1020 <i>(others on file)</i>	
Acres:	47.22	
	Current FLU	Proposed FLU
FLU:	Agricultural Reserve (AGR)	Industrial (IND)/Agricultural Reserve (AGR)
Zoning:	Agricultural Reserve (AGR)	Planned Industrial Park Development (PIPD) or Light Industrial (IL)
Density/ Intensity:	1 du/5 acres or 0.15 FAR	0.45 FAR
Maximum Potential:	Single Family Detached = 9 DUs	Light Industrial = 925,606 SF
Proposed Potential:		N/A
Net Daily Trips:	4,042 (maximum – current)	
Net PH Trips:	583 (513/70) AM, 525 (68/457) PM (maximum)	
<i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.</i>		

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Bryan G. Kelley, P.E.
November 4, 2019
Page 2

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment **meets** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the maximum potential density shown above.

Please contact me at 561-684-4030 or email to QBari@pbcgov.org with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Quazi Bari".

Quazi Bari, P.E.
Manager – Growth Management
Traffic Division

QB/DS:rb
cc:

Dominique Simeus, P.E. – Project Coordinator II, Traffic Division
Steve Bohovsky – Technical Assistant III, Traffic Division
Lisa Amara – Senior Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\20-B\Valico Nursery Industrial - Revised.docx

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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**VALICO NURSERY INDUSTRIAL
47.22 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

The Morton Group
7330 Floranada Way
Delray Beach, Florida 33446

Job No. 19-132

Date: October 3, 2019
Revised: October 22, 2019

Bryan G. Kelley P.E.
FL Reg. No. 74006

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

This item has been electronically signed and sealed by Bryan G. Kelley, P.E. on 10/24/2019 using a SHA-1 Authentication Code.

Printed copies of this document are not considered signed and sealed and the SHA-1 Authentication Code must be verified on any electronic copies.

TABLE OF CONTENTS

1.0 SITE DATA.....	3
2.0 TRAFFIC GENERATION	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE	5
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION	5
5.0 YEAR 2040 ANALYSIS	5
6.0 TEST 2 – FIVE YEAR ANALYSIS	5
7.0 HCS ARTERIAL ANALYSES	6
8.0 PEAK HOUR TURNING MOVEMENTS.....	7
9.0 CONCLUSION	7

Appendices

YEAR 2040 ANALYSIS	APPENDIX A
TEST 2 ANALYSIS.....	APPENDIX B
CMA	APPENDIX C
ARTERIAL ANALYSIS.....	APPENDIX D
SIGNAL TIMING SHEETS.....	APPENDIX E
MAJOR PROJECTS.....	APPENDIX F
PROGRAMMED ROADWAY IMPROVEMENTS	APPENDIX G

1.0 SITE DATA

The subject parcel is located in the northeast corner of Boynton Beach Boulevard and Acme Dairy Road in Palm Beach County, Florida and contains approximately 47.22 acres. The Property Control Numbers (PCN) for the subject parcel are:

00-42-43-27-05-050-1020 00-42-43-27-05-050-1010
00-42-43-27-05-050-1000 00-42-43-27-05-050-0991
00-42-43-27-05-050-0992

The subject property is currently designated as Agricultural Reserve (AGR) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Industrial (IND). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 47.22 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing AGR future land use designation and the proposed IND future land use designation:

AGR

The most intensive land use under the existing AGR land use designation is "Single Family Residential". Based on 1 dwelling unit per 5 acres and the site area consisting of 47.22 acres, the maximum allowable intensity for the designated acreage under the existing AGR land use designation is 9 single family dwelling units calculated as follows:

$$47.22 \text{ Acres} \times \frac{1 \text{ DU}}{5 \text{ Acres}} = 9 \text{ DU}$$

Single Family Residential (9 DU))

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing AGR land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 10th Edition. Based on the existing acreage and the accepted traffic generation rates for Single Family Residential, the maximum traffic generation for the property under the existing AGR land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation = 90 tpd
AM Peak Hour Traffic Generation (In/Out) = 7 pht (2 In/5 Out)
PM Peak Hour Traffic Generation (In/Out) = 10 pht (6 In/4 Out)

IND

The most intensive land use for the proposed IND land use designation is "Light Industrial". Based on a Floor Area Ratio (FAR) of 45 percent and the site area consisting of 47.22 acres, the maximum allowable intensity for the designated acreage under the proposed IND land use designation is 925,606 S.F. of retail calculated as follows:

$$47.22 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.45 = 925,606 \text{ SF}$$

Light Industrial (925,606 S.F.)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed IND future land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for Light Industrial, the maximum traffic generation for the property under the proposed IND land use designation may be summarized as follows:

Daily Traffic Generation = 4132 tpd
AM Peak Hour Traffic Generation (In/Out) = 583 pht (513 In/70 Out)
PM Peak Hour Traffic Generation (In/Out) = 525 pht (68 In/457 Out)

The increase in daily traffic generation due to the requested change in the parcels' land use designations is shown in Table 3 and may be calculated as follows:

Daily Traffic Generation = 4,042 tpd INCREASE
AM Peak Hour Traffic Generation = 576 pht INCREASE
PM Peak Hour Traffic Generation = 515 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 4,042 trips per day, the radius of influence is two miles for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 583 peak hour trips, the radius of development influence for purposes of Test 2 shall be three (3) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

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

5.0 YEAR 2040 ANALYSIS

Table 3 represents the required Year 2040 Analysis. As shown in Table 3, the proposed project will have an insignificant impact on the surrounding roadway network with the exception of three segments on Boynton Beach Boulevard. However, all three segments of Boynton Beach Boulevard are below the required LOS "D" capacity threshold and therefore the 2040 Analysis is satisfied.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 (in Appendix B) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 3% of the applicable Level of Service "E" have been outlined as links with significant project assignment. As shown in Tables 7 and 8, all significant links are below the Level of Service "E" threshold with the exception of the following segments:

1. Boynton Beach Boulevard from Lyons Road to Acme Dairy Road (A.M. peak hour eastbound only)
2. Boynton Beach Boulevard from Florida Turnpike to Hagen Ranch Road (A.M. peak hour westbound and P.M. peak hour eastbound)

The above links are expected to exceed the applicable threshold Level of Service “E” volume at project build-out 2024. Therefore, the optional Arterial Analysis was performed to determine if the roadway link meets the Test 2 requirements. Note that the Boynton Beach Boulevard segment was extended west to State Road 7 so that the arterial segment was greater than 2.0 miles in length.

The intersections at the ends of each of the failing links must not exceed the adopted Level of Service volume for intersections of 1500 vph or Level of Service E for an Arterial Analysis to be utilized to satisfy the link test. The Critical Movement Analysis (CMA) is shown below:

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>A.M.</u>	<u>P.M.</u>
Boynton Beach Boulevard and Lyons Road	1405	1330
Boynton Beach Boulevard and Acme Dairy Road	1141	1479
Boynton Beach Boulevard and FL Turnpike West	1349	1151
Boynton Beach Boulevard and FL Turnpike East	1308	1390
Boynton Beach Boulevard and Hagen Ranch Road	1398	1143

The intersection CMA is included in Appendix “C”.

7.0 HCS ARTERIAL ANALYSES

The Palm Beach County Traffic Performance Standards states that in the event a link should fail the directional link analysis of Test 2 and the intersections on each end of the failing links are below the adopted Level of Service volume, the HCM Arterial Analysis Operational methodology shall be applied to the failing link. The project shall demonstrate that the total traffic peak hour, directional volumes do not result in an average speed on the segment that is lower than the speed thresholds for LOS “E” as shown in Table 2C of the Palm Beach County Traffic Performance Standards.

The HCS Arterial Analysis for Boynton Beach Boulevard from State Road 7 to Hagen Ranch Road is attached with this report as Appendix “D”. The HCS analysis utilized the existing yellow and red times and cycle lengths as provided by the Palm Beach County Engineering Traffic Division and attached as Appendix “E”.

<u>DIRECTION & TIME</u>	<u>TRAVEL SPEED</u>	<u>LOS</u>
Eastbound AM	18.1 mph	D
Eastbound PM	17.2 mph	D
Westbound AM	14.9 mph	E

As shown above, the average arterial speeds meet the LOS “E” requirements and therefore Test 2 is satisfied.

8.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed IND land use designation have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the continued development under the IND land use designation may be summarized as follows:

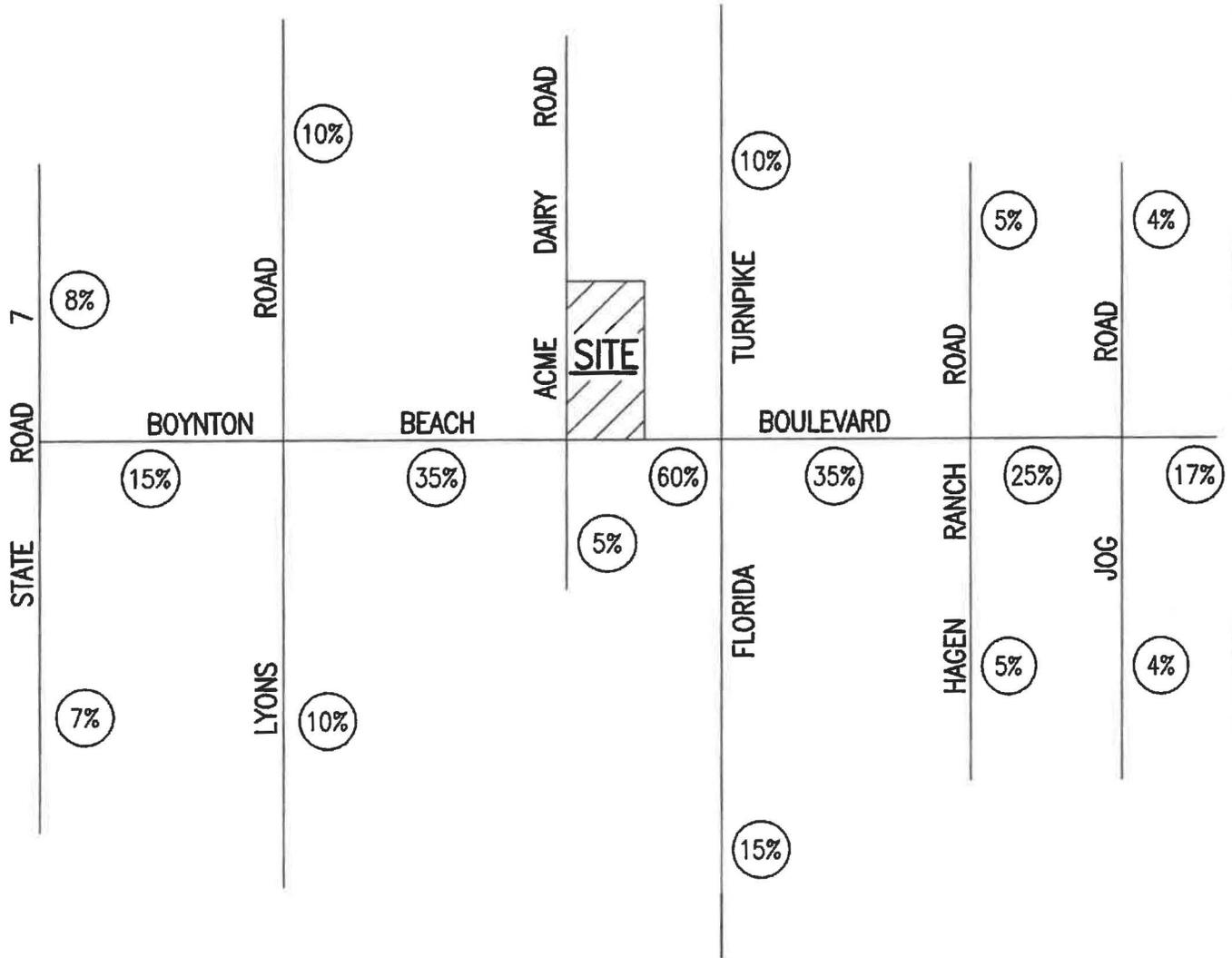
**Directional
Distribution
(Trips IN/OUT)**

AM Peak Hour = 570 / 78
PM Peak Hour = 76 / 507

Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes may be warranted. The need for turn lanes or access modifications will be reevaluated following the submittal of a site-specific development order and site plan.

9.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed IND future land use. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.



PROJECT DISTRIBUTION

LEGEND

15% PROJECT DISTRIBUTION

VALICO NURSERY INDUSTRIAL

19-132 BK 10-03-19
REV. 10-22-19

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 1
EXISTING AGR FUTURE LAND USE DESIGNATION - 9 SF DU**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Single Family Detached	210	9	Dwelling Units	10		90		0		90	0%	0	90
Grand Totals:						90	0.0%	0		90	0%	0	90

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Single Family Detached	210	9	Dwelling Units	0.74	0.25	0.75	2	5	7	0.0%	0	0	0	2	5	7	0%	0	2	5	7
Grand Totals:						2	5	7	0.0%	0	0	0	2	5	7	0%	0	2	5	7	

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Single Family Detached	210	9	Dwelling Units	$\ln(T) = 0.96 \ln(X) + 0.20$	0.63	0.37	6	4	10	0.0%	0	0	0	6	4	10	0%	0	6	4	10
Grand Totals:						6	4	10	0.0%	0	0	0	6	4	10	0%	0	6	4	10	

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 2
PROPOSED IND FUTURE LAND USE DESIGNATION - 925,606 SF**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total	%		Trips		
Light Industrial	110	925,606	S.F.	4.96			4,591		0	4,591	10%	459	4,132
Grand Totals:							4,591	0.0%	0	4,591	10%	459	4,132

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Light Industrial	110	925,606	S.F.	0.88	0.12	570	78	648	0.0%	0	0	0	570	78	648	10%	65	513	70	583	
Grand Totals:							570	78	648	0.0%	0	0	0	570	78	648	10%	65	513	70	583

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Light Industrial	110	925,606	S.F.	0.13	0.87	76	507	583	0.0%	0	0	0	76	507	583	10%	58	68	457	525	
Grand Totals:							76	507	583	0.0%	0	0	0	76	507	583	10%	58	68	457	525

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 4
AREA WIDE GROWTH RATE CALCULATION**

STATION	ROADWAY	FROM	TO	2016 PEAK SEASON DAILY TRAFFIC	2019 PEAK SEASON DAILY TRAFFIC	IND. (%)
5401	BOYNTON BEACH BOULEVARD	SR-7	LYONS ROAD	15,783	17,158	2.82%
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	38,386	43,664	4.39%
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	50,595	53,763	2.05%
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	44,327	46,218	1.40%
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	43,169	44,477	1.00%
5102	STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	29,669	32,246	2.82%
5402	STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	25,303	26,563	1.63%
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	18,707	21,386	4.56%
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	13,909	15,669	4.05%
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	36,200	34,115	-1.96%
5644	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	31,336	30,071	-1.36%
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	9,979	11,331	4.33%
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	PIPERS GLEN BOULEVARD	19,528	20,661	1.90%
Σ =				376,891	397,322	1.78%
AREA WIDE GROWTH RATE =				1.78%		

APPENDIX A

YEAR 2040 ANALYSIS

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 3
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

PROJECT: VALICO NURSERY INDUSTRIAL
EXISTING FUTURE LAND USE DESIGNATION: AGR
TRIPS PER DAY= 90
PROPOSED FUTURE LAND USE DESIGNATION: INDUSTRIAL
TRIPS PER DAY= 4,132
TRIP INCREASE= 4,042

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	15%	606	4D	33,200	1.83%	NO
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	35%	1415	6D	50,300	2.81%	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	60%	2425	6D	50,300	4.82%	YES
BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	35%	1415	6D	50,300	2.81%	NO
BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	25%	1011	6D	50,300	2.01%	NO
LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	10%	404	4D	33,200	1.22%	NO
LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	10%	404	2	15,200	2.66%	NO
STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	13%	525	6D	50,300	1.04%	NO
STATE ROAD 7	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	12%	485	4D	33,200	1.46%	NO
HAGEN RANCH ROAD	PIPERS GLEN BOULEVARD	BOYNTON BEACH BOULEVARD	5%	202	4D	33,200	0.81%	NO
HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	GATEWAY BOULEVARD	5%	202	2	15,200	1.33%	NO

ROADWAY	FROM	TO	2040 PBC MPO TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	WEST BOYNTON CENTER TRAFFIC	TOTAL 2040 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	17,000	15%	606		17,606	4D	33,200	0.53
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	47,300	35%	1415	177	48,892	6D	50,300	0.97
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	47,300	60%	2425	177	49,902	6D	50,300	0.99
BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	53,400	35%	1415		54,815	6D	50,300	1.09
BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	49,800	25%	1011		50,811	6D	50,300	1.01
LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	17,300	10%	404		17,704	4D	33,200	0.53
LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	14,100	10%	404		14,504	2	15,200	0.95
STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	41,300	13%	525		41,825	6D	50,300	0.83
STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	37,600	12%	485		38,085	4D	33,200	1.15
HAGEN RANCH ROAD	PIPERS GLEN BOULEVARD	BOYNTON BEACH BOULEVARD	20,900	5%	202		21,102	4D	33,200	0.64
HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	GATEWAY BOULEVARD	9,900	5%	202		10,102	2	15,200	0.66

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

WEST BOYNTON CENTER

04/04/2019

TABLE 5
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: West Boynton Center
EXISTING FUTURE LAND USE DESIGNATION: CL
TRIPS PER DAY = 1,928
PROPOSED FUTURE LAND USE DESIGNATION: CL
TRIPS PER DAY = 2,321
TRIP DECREASE = 393

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	45%	177	6D	50,300	0.35%	47,300	47,477	0.94	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	45%	177	6D	50,300	0.35%	47,300	47,477	0.94	NO

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
6832	BOCA RATON BLVD	Palmetto Park Rd	Glades Rd	BR	4D	10,846	8,494	0	17,500	13,100
6822	BOCA RATON BLVD	Glades Rd	20th St NW	BR	4D	20,099	15,939	21,277	26,300	20,800
6818	BOCA RATON BLVD	20th St NW	28th St NW	BR	5	20,794	16,509	25,334	21,100	17,300
6886	BOCA RATON BLVD	28th St NW	Yamato Rd	BR	4D	23,928	17,861	24,622	19,900	16,800
6884	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	BR	2	17,870	16,732	19,176	16,600	17,300
6882	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	BR	2	13,608	11,454	14,849	17,900	14,100
6302	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	BR	2	5,464	3,804	4,005	7,700	6,200
6418	BOCA RIO RD	SW 18th St	Palmetto Park Rd	PBC	2	13,715	12,511	12,717	18,200	16,000
6408	BOCA RIO RD	Palmetto Park Rd	Glades Rd	PBC	4	18,152	16,883	16,394	28,100	26,000
4676	BOUTWELL RD	2nd Ave N	10th Av N	PBC	3	10,779	8,559	10,337	10,700	12,800
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd	FDOT	4D	15,092	13,721	15,242	28,800	17,000
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	FDOT	6D	26,352	33,023	37,476	59,600	47,300
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	FDOT	6D	41,174	42,542	46,955	68,900	53,400
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	FDOT	6D	44,733	37,786	41,813	61,500	49,800
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	FDOT	6D	44,668	37,450	39,735	55,400	48,200
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	FDOT	6D	51,515	45,940	45,350	61,300	54,500
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	FDOT	6D	38,992	42,179	37,509	44,300	46,600
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	FDOT	6D	45,860	41,780	40,732	54,300	45,800
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	FDOT	6D	39,769	43,209	34,792	45,500	49,600
5203	BOYNTON BEACH BLVD	Old Boynton Rd	I-95	FDOT	6D	48,405	47,361	47,876	57,200	55,100
5301	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	FDOT	5	34,557	31,740	35,624	48,100	43,400
5807	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	FDOT	4	17,887	15,339	18,570	25,400	20,600
3829	BUNKER RD	US 1	Parker Ave	WPB	2	7,041	N/A	0	8,000	2,900
2305	BURNS RD	SR 811	Military Tr	PBC	4D	22,681	18,214	18,461	30,300	26,600
2835	BURNS RD	Sandalwood Ct	SR-811	PBC	4D	20,527	18,244	18,096	24,800	22,500
2839	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	PBC	4D	7,122	8,918	9,032	10,400	10,800
6638	BUTTS RD	Glades Rd	Town Center Rd	BR	2	11,749	10,859	12,216	16,100	20,800
6627	BUTTS RD	Military Tr	Glades Rd	BR	2	10,082	8,743	9,085	10,800	9,100
6422	CAIN BLVD	W Kimberly Blvd	Glades Rd	PBC	2	16,875	15,633	14,742	21,400	16,800
6426	CAIN BLVD	Yamato Rd	W Kimberly Blvd	PBC	2	9,846	9,253	8,960	14,100	11,100
6839	CAMINO GARDENS BLVD	SW 9th Ave	SW 2nd Ave	BR	2	4,048	3,819	4,003	4,500	4,600
6619	CAMINO REAL	Powerline Rd	Camino del Mar	PBC	4D	11,873	10,288	10,748	15,200	17,300
6636	CAMINO REAL	Camino del Mar	Military Tr	PBC	4D	15,548	12,674	14,221	17,900	18,000
6311	CAMINO REAL	Military Tr	12th Ave SW	PBC	4D	17,192	14,853	16,510	23,200	18,700
6849	CAMINO REAL	12th Ave SW	3rd Ave SW	PBC	4D	14,052	13,312	14,275	16,500	14,500
6853	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	PBC	4D	21,519	22,924	22,542	26,500	25,600
6855	CAMINO REAL	Old Dixie Hwy	US 1	PBC	4D	17,110	15,158	20,413	25,600	15,700
6857	CAMINO REAL	US 1	ICWW Bridge	PBC	4D	14,090	14,055	15,076	20,800	15,200
6859	CAMINO REAL	ICWW Bridge	A1A	PBC	2	7,429	8,875	9,562	8,000	10,300
1603	CENTER ST	Indiantown Rd	Loxahatchee River Rd	PBC	2	16,388	14,538	15,079	18,100	17,000
1803	CENTER ST	Loxahatchee River Rd	Alt. A1A	PBC	2	18,228	14,949	16,138	19,000	17,000
2608	CENTRAL BLVD	PGA Blvd	I-95	PBC	4D	14,647	14,338	16,027	28,000	27,700
	CENTRAL BLVD	I-95	Hood Rd	PBC	4D	N/A	N/A	N/A	N/A	32,100
2210	CENTRAL BLVD	Hood Rd	Donald Ross Rd	PBC	4D	13,761	16,373	16,725	28,300	30,000
1206	CENTRAL BLVD	Donald Ross Rd	Frederick Small Rd	PBC	4D	15,708	16,682	17,486	31,000	34,200
1614	CENTRAL BLVD	Frederick Small Rd	Indian Creek Pkwy	PBC	4D	10,954	12,750	13,914	24,700	26,200
1606	CENTRAL BLVD	Indian Creek Pkwy	Indiantown Rd	PBC	4D	27,217	26,285	26,931	30,000	19,100
1612	CENTRAL BLVD	Indiantown Rd	Church St	PBC	2	19,245	13,034	15,746	20,900	14,400

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	FDOT	6D	45,352	53,158	55,995	73,800	72,000
3405	SOUTHERN BLVD	Royal Palm Beach Blvd	Lamstein Ln	FDOT	8D	48,779	N/A	0	82,500	83,400
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	FDOT	8D	51,263	65,897	74,163	86,900	81,700
3415	SOUTHERN BLVD	SR 7	Sansbury's Way	FDOT	8D	38,854	61,147	68,835	75,700	87,700
3105	SOUTHERN BLVD	Sansbury's Way	Pike Rd	FDOT	8D	43,644	62,010	64,009	88,700	78,600
	SOUTHERN BLVD	Pike Rd	Fla Turnpike Entrance	FDOT	8D	45,951	56,749	0	80,800	72,900
3223	SOUTHERN BLVD	Fla Turnpike Entrance	Jog Rd	FDOT	8D	39,180	56,858	65,967	75,800	75,500
3643	SOUTHERN BLVD	Jog Rd	Haverhill Rd	FDOT	8D	32,658	61,432	69,801	39,300	75,600
3635	SOUTHERN BLVD	Haverhill Rd	Military Tr	FDOT	8D	30,884	64,446	77,359	39,600	82,100
3637	SOUTHERN BLVD	Military Tr	Kirk Rd	FDOT	8D	26,961	67,701	68,672	52,600	86,300
3673	SOUTHERN BLVD	Kirk Rd	Congress Ave	FDOT	8D	33,449	58,752	65,258	56,700	73,700
3639	SOUTHERN BLVD	Congress Ave SB	Congress Ave NB	FDOT	8D	53,584	N/A	0	67,300	29,500
3675	SOUTHERN BLVD	Congress Ave NB	Gem Lake	FDOT	8D	53,584	58,349	0	74,600	74,400
3217	SOUTHERN BLVD	Gem Lake	I-95	FDOT	8D	31,292	51,969	58,703	52,200	68,700
3313	SOUTHERN BLVD	I-95	Parker Ave	FDOT	8D	30,197	30,776	34,484	38,100	34,600
3823	SOUTHERN BLVD	Parker Ave	Dixie Hwy	FDOT	5	22,160	22,301	25,426	25,900	21,300
3825	SOUTHERN BLVD	Dixie Hwy	Flagler Dr	FDOT	5	13,377	11,595	17,152	17,100	11,100
3827	SOUTHERN BLVD	Flagler Dr	Ocean Blvd	FDOT	2	14,504	12,830	14,411	15,800	10,100
6605	SPANISH RIVER BLVD	Military Tr	IBM Access	BR	4	24,618	22,574	29,285	27,100	26,700
6305	SPANISH RIVER BLVD	IBM Access	Perimeter Rd	BR	4	22,776	23,173	27,823	20,700	25,300
6811	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy	BR	4D	21,491	19,254	22,555	33,900	24,100
6813	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy	BR	4D	16,980	15,945	18,750	20,700	18,300
6801	SPANISH RIVER BLVD	Federal Hwy	Ocean Blvd	BR	4D	18,419	18,762	19,154	23,000	21,200
7013	SR-15	State Market Rd SR-729	Section 20 Rd	FDOT	2	8,040	11,523	9,295	11,600	14,300
7012	SR-15	McClure Rd	State Market Rd SR-729	FDOT	2	7,300	6,666	6,395	9,600	7,900
7009	SR-15	W Main St	McClure Rd	FDOT	2	4,113	3,651	3,501	4,100	4,300
7008	SR-15	W Main St	N State Market Rd SR-729	FDOT	2	6,149	3,530	2,983	6,300	4,100
7007	SR-15	SR-729	Muck City Rd SR-700	FDOT	2	6,379	5,289	5,061	7,000	6,200
7005	SR-15	Old Connors Hwy	Amons Rd	FDOT	2	5,270	4,352	4,559	6,800	5,100
6110	SR-7	Broward County Line	SW 18 St	FDOT	6D	51,123	51,995	51,985	62,100	62,300
6414	SR-7	SW 18 St	Palmetto Park Rd	FDOT	6D	53,733	48,959	52,909	60,200	57,100
6400	SR-7	Palmetto Park Rd	Glades Rd	FDOT	6D	58,692	58,187	57,771	64,500	57,100
6402	SR-7	Glades Rd	Yamato Rd	FDOT	6D	51,532	44,141	45,141	52,700	55,300
6412	SR-7	Yamato Rd	Clint Moore Rd	FDOT	6D	37,804	31,986	36,321	58,800	43,600
6102	SR-7	Clint Moore Rd	Winner's Cir	FDOT	6D	32,366	30,642	28,306	55,900	45,800
5404	SR-7	Winner's Cir	W Atlantic Ave	FDOT	4D	28,073	23,965	27,414	52,600	43,000
5400	SR-7	W Atlantic Ave	Lee Rd	FDOT	4D	25,797	21,746	24,509	48,800	37,000
5402	SR-7	Lee Rd	Boynton Beach Blvd	FDOT	4D	27,483	22,402	23,191	49,600	37,600
5102	SR-7	Boynton Beach Blvd	Hypoluxo Rd	FDOT	6D	32,692	26,203	27,687	56,600	41,300
4402	SR-7	Hypoluxo Rd	Lantana Rd	FDOT	6D	31,171	28,880	31,450	57,400	38,800
4400	SR-7	Lantana Rd	Lake Worth Rd	FDOT	6D	42,465	40,402	41,210	67,900	40,200
4406	SR-7	Lake Worth Rd	Stribling Way	FDOT	8D	N/A	53,939	65,398	60,900	55,800
4102	SR-7	Stribling Way	Forest Hill Blvd	FDOT	8D	51,821	43,846	49,645	72,900	54,700
3452	SR-7	Forest Hill Blvd	Pioneer Rd	FDOT	8D	55,024	54,731	58,868	83,700	66,400
3408	SR-7	Pioneer Rd	Southern Blvd	FDOT	8D	55,628	52,008	56,643	84,100	64,100
3406	SR-7	Southern Blvd	Belvedere Rd	FDOT	8D	59,099	50,065	51,645	77,600	64,600
3404	SR-7	Belvedere Rd	Okeechobee Blvd	FDOT	8D	47,176	36,000	38,417	57,400	51,200
3468	SR-7	Okeechobee Blvd	Orange Grove Blvd	PBC	4	N/A	13,661	17,803	27,600	28,500

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
4409	LAKE WORTH RD	120th Av	Isles Bl	PBC	4D	20,557	15,106	14,871	24,300	21,600
4407	LAKE WORTH RD	Isles Bl	SR-7	PBC	4D	31,272	24,753	26,672	38,600	31,300
4401	LAKE WORTH RD	SR 7	Lyons Rd	FDOT	6D	36,432	37,290	38,065	31,800	47,800
4103	LAKE WORTH RD	Lyons Rd	Florida Turnpike	FDOT	6D	N/A	N/A	42,333	53,600	48,300
4201	LAKE WORTH RD	Florida Turnpike	Pinehurst Dr	FDOT	6D	42,905	38,449	39,166	51,800	49,200
4645	LAKE WORTH RD	Pinehurst Dr	Jog Rd	FDOT	6D	53,067	44,593	46,028	57,500	54,500
4609	LAKE WORTH RD	Jog Rd	Sherwood Forest Blvd	FDOT	6D	45,006	44,260	45,661	50,900	53,400
4673	LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd	FDOT	6D	51,532	41,648	41,210	60,500	52,700
4627	LAKE WORTH RD	Haverhill Rd	Military Tr	FDOT	6D	50,676	43,493	44,371	52,800	55,300
4611	LAKE WORTH RD	Military Tr	Kirk Rd	FDOT	6D	47,121	44,687	42,951	58,700	58,900
4647	LAKE WORTH RD	Kirk Rd	Congress Ave	FDOT	6D	43,331	37,971	38,415	54,200	50,600
4651	LAKE WORTH RD	Congress Ave	Boutwell Rd	FDOT	4D	29,118	28,562	23,415	36,800	37,900
4305	LAKE WORTH RD	Boutwell Rd	Lake/Lucerne Split	FDOT	4	24,924	N/A	25,497	36,000	24,200
4817	LAKE WORTH RD	Dixie Hwy (SR 805)	'A' St	FDOT	3	9,126	N/A	8,385	14,400	7,500
4813	LAKE WORTH RD	Dixie Hwy (SR 805)	'A' St	FDOT	2	10,601	N/A	8,078	15,200	7,900
4815	LAKE WORTH RD	Federal Hwy (US-1)	Dixie Hwy (SR 805)	FDOT	2	10,042	8,559	8,410	11,700	9,900
4811	LAKE WORTH RD	Federal Hwy	Dixie Hwy (SR 805)	FDOT	2	10,669	8,322	9,526	12,300	9,800
4801	LAKE WORTH RD	A1A	Lucerne Ave	FDOT	4	15,674	12,934	16,111	19,200	15,700
4403	LANTANA RD	SR-7	Lyons Rd	PBC	4D	19,621	14,775	15,574	20,700	14,100
4207	LANTANA RD	Lyons Rd	Hagen Ranch Rd	PBC	6D	38,436	24,298	25,977	46,700	39,500
4669	LANTANA RD	Hagen Ranch Rd	Jog Rd	PBC	6D	38,587	32,050	32,219	49,500	41,900
4619	LANTANA RD	Jog Rd	Haverhill Rd	PBC	6D	40,005	35,130	35,845	45,800	45,800
4675	LANTANA RD	Haverhill Rd	Military Tr	PBC	6D	43,201	42,048	42,602	46,500	53,200
4605	LANTANA RD	Military Tr	Lawrence Rd	PBC	6D	42,958	43,783	41,854	55,700	54,300
4665	LANTANA RD	Lawrence Rd	Congress Ave	PBC	6D	47,796	47,863	47,054	61,600	59,300
4623	LANTANA RD	Congress Ave	High Ridge Rd	PBC	6D	42,455	43,695	41,390	54,700	51,600
4209	LANTANA RD	High Ridge Rd	I-95	PBC	4D	42,461	45,356	43,805	53,000	50,900
4311	LANTANA RD	I-95	Redding Dr	PBC	5	41,769	38,457	37,424	52,800	49,600
4807	LANTANA RD	Redding Dr	Federal Hwy	PBC	5	21,493	N/A	19,392	26,200	14,100
5638	LAWRENCE RD	Woolbright Rd	Boynton Beach Blvd	PBC	5	7,854	7,167	7,651	7,900	9,200
5204	LAWRENCE RD	Boynton Beach Blvd	Gateway Blvd	PBC	5	16,110	13,804	14,777	24,900	15,500
4614	LAWRENCE RD	Gateway Blvd	Hypoluxo Rd	PBC	4D	15,435	14,700	15,074	19,300	18,500
4608	LAWRENCE RD	Hypoluxo Rd	Lantana Rd	PBC	2	11,828	11,018	11,157	14,500	12,300
4661	LE CHALET BLVD	Jog Rd	Military Tr	PBC	4D	10,617	9,652	9,216	11,700	9,500
5635	LINTON BLVD	Jog Rd	Sim Rd	PBC	4D	26,259	28,837	29,366	32,100	33,400
5625	LINTON BLVD	Sim Rd	Military Tr	PBC	6D	28,004	27,495	28,587	31,500	30,200
5607	LINTON BLVD	Military Tr	Homewood Blvd	PBC	6D	36,231	37,464	39,497	43,900	42,500
5661	LINTON BLVD	Homewood Blvd	Congress Ave	PBC	6D	29,850	33,652	39,159	36,600	37,500
5213	LINTON BLVD	Congress Ave	I-95	PBC	6D	47,845	40,928	42,863	53,100	48,100
5313	LINTON BLVD	I-95	10th Ave SW	PBC	6D	44,067	46,456	48,617	53,800	53,400
5819	LINTON BLVD	10th Ave SW	Old Dixie Hwy	PBC	6D	38,062	38,788	40,279	43,700	45,100
5821	LINTON BLVD	Old Dixie Hwy	US 1	PBC	6D	N/A	N/A	32,088	48,600	45,100
5813	LINTON BLVD	US 1	Ocean Blvd	PBC	4D	18,958	15,872	17,857	27,400	18,400
5311	LOWSON BLVD	Congress Ave	SW 10TH Ave	PBC	4	21,862	15,139	16,363	27,500	20,100
1610	LOXAHATCHEE RIVER RD	Indiantown Rd	Roebuck Rd	PBC	2	10,471	10,099	9,010	11,600	10,200
1202	LOXAHATCHEE RIVER RD	Roebuck Rd	PBC Boundary	PBC	2	5,919	N/A	2,865	6,300	3,400
5110	LYONS RD	Boynton Beach Blvd	Flavor Pict Rd	PBC	2	N/A	N/A	12,523	6,800	14,100
5112	LYONS RD	Flavor Pict Rd	W Atlantic Ave	PBC	2	N/A	N/A	11,585	8,300	14,300

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
6112	LYONS RD	Broward County Line	SW 18th St	PBC	6D	31,352	31,256	30,462	45,000	48,600
6410	LYONS RD	SW 18th St	Palmetto Park Rd	PBC	4D	34,318	26,501	28,707	43,000	35,600
6406	LYONS RD	Palmetto Park Rd	Glades Rd	PBC	4D	30,081	22,599	28,072	38,200	28,600
6404	LYONS RD	Glades Rd	Kimberly Rd	PBC	6D	34,131	32,163	33,892	54,500	46,100
6424	LYONS RD	Kimberly Rd	Yamato Rd	PBC	6D	26,568	21,868	28,538	45,900	34,800
6416	LYONS RD	Yamato Rd	Clint Moore Rd	PBC	4D	14,896	16,080	19,936	24,200	26,700
6114	LYONS RD	Clint Moore Rd	158 Rd S	PBC	4	7,411	6,499	14,399	21,000	13,000
5406	LYONS RD	158 Rd S	Atlantic Ave	PBC	4	8,508	6,642	15,262	20,100	14,100
5108	LYONS RD	Boynton Beach Blvd	Hypoluxo Rd	PBC	4D	14,038	13,879	18,210	24,800	17,300
4404	LYONS RD	Hypoluxo Rd	Lantana Rd	PBC	4D	10,644	10,176	11,376	14,100	16,300
4405	LYONS RD	Lantana Rd	Lake Worth Rd	PBC	4	11,768	10,373	11,242	18,700	22,600
	LYONS RD	Lake Worth Rd	Stribling Way	PBC	2	N/A	N/A	N/A	26,600	13,300
3462	LYONS RD	Stribling Way	Forest Hill Blvd	PBC	2	6,691	7,344	8,711	12,400	10,600
3460	LYONS RD	Forest Hill Blvd	Dillman Rd	PBC	2	N/A	9,492	11,968	16,100	13,700
3466	LYONS RD	Dillman Rd	Southern Blvd	PBC	2	N/A	10,333	13,283	13,600	13,300
2616	MAC ARTHUR BLVD	Northlake Blvd	Holly Dr	PBC	2	7,525	7,787	8,092	5,700	4,700
1616	MAPLEWOOD DR	Indian Creek Blvd	Toney Penna Dr	JUP	2	N/A	8,614	9,526	10,400	11,200
1618	MAPLEWOOD DR	Toney Penna Dr	Indiantown Rd	JUP	4D	N/A	12,423	13,254	11,300	14,700
2313	MARTIN LUTHER KING JR BLVD	Military Tr	Congress Ave	FDOT	4D	19,137	14,536	15,716	27,900	22,700
2841	MARTIN LUTHER KING JR BLVD	Congress Ave	Australian Ave	FDOT	4	19,555	17,322	17,857	26,600	31,100
2813	MARTIN LUTHER KING JR BLVD	Australian Ave	Old Dixie Hwy	FDOT	4	7,557	9,012	7,848	11,800	15,000
4615	MELALEUCA LA	Jog Rd	Haverhill Rd	PBC	5	16,217	14,559	15,332	33,700	19,700
4657	MELALEUCA LA	Haverhill Rd	Military Tr	PBC	5	26,036	23,670	24,818	48,000	29,800
4617	MELALEUCA LA	Military Tr	Kirk Rd	PBC	5	26,538	24,566	25,665	36,000	33,500
4655	MELALEUCA LA	Kirk Rd	Congress Ave	PBC	5	28,782	28,845	26,620	37,300	35,400
6216	MILITARY TRL	Broward Co. Line	SW 18th St	PBC	4D	31,074	26,894	28,051	34,300	33,500
6608	MILITARY TRL	SW 18th St	Camino Real	PBC	4D	31,577	30,195	30,690	38,100	36,800
6606	MILITARY TRL	Camino Real	Palmetto Park Rd	PBC	6D	36,522	34,289	37,775	46,600	44,400
6604	MILITARY TRL	Palmetto Park Rd	Town Center	PBC	6D	41,241	35,557	39,264	49,100	38,400
6600	MILITARY TRL	Town Center	Butts Rd	PBC	6D	37,753	32,164	35,697	43,000	36,700
6612	MILITARY TRL	Butts Rd	Yamato Rd	PBC	6D	45,284	39,750	44,394	44,700	39,700
6630	MILITARY TRL	Yamato Rd	Clint Moore Rd	PBC	6D	39,365	37,043	41,903	50,000	42,400
6202	MILITARY TRL	Clint Moore Rd	Linton Blvd	PBC	6D	40,161	33,463	36,976	44,700	37,800
5618	MILITARY TRL	Linton Blvd	Atlantic Ave	PBC	6D	45,670	36,155	39,592	49,500	40,000
5606	MILITARY TRL	Atlantic Ave	Lake Ida Rd	PBC	6D	45,683	43,677	45,250	48,000	46,900
5652	MILITARY TRL	Lake Ida Rd	Flavor Pict Rd	PBC	6D	37,259	36,487	35,479	43,500	41,000
5614	MILITARY TRL	Flavor Pict Rd	Woolbright Rd	PBC	6D	42,695	38,267	33,656	49,800	44,200
5608	MILITARY TRL	Woolbright Rd	Boynton Beach Blvd	PBC	6D	41,207	34,008	31,271	46,200	40,100
5202	MILITARY TRL	Boynton Beach Blvd	Gateway Blvd	PBC	6D	42,221	35,035	34,595	44,900	40,600
4636	MILITARY TRL	Gateway Blvd	Hypoluxo Rd	PBC	6D	42,426	31,728	33,709	55,600	45,100
4606	MILITARY TRL	Hypoluxo Rd	Lantana Rd	PBC	6D	37,560	30,647	30,811	46,600	43,500
4632	MILITARY TRL	Lantana Rd	Melaleuca Ln	PBC	6D	43,758	35,916	37,727	47,500	46,400
4602	MILITARY TRL	Melaleuca Ln	Lake Worth Rd	PBC	6D	41,024	36,175	36,403	44,000	48,900
4618	MILITARY TRL	Lake Worth Rd	10th Ave N	FDOT	6D	48,517	42,617	41,244	56,100	58,400
4650	MILITARY TRL	10th Ave N	Cresthaven Blvd	FDOT	6D	49,035	43,809	43,454	56,100	64,100
4206	MILITARY TRL	Cresthaven Blvd	Forest Hill Blvd	FDOT	6D	46,776	45,227	45,554	54,400	62,900
3642	MILITARY TRL	Forest Hill Blvd	Summit Blvd	FDOT	6D	48,328	44,576	42,197	59,200	62,700
3664	MILITARY TRL	Summit Blvd	Gun Club Rd	FDOT	6D	48,875	45,441	43,230	59,300	59,200

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
3653	GUN CLUB RD	Military Tr	Kirk Rd	PBC	5	17,196	10,704	11,130	21,300	16,700
3655	GUN CLUB RD	Kirk Rd	Congress Ave	PBC	5	16,544	11,374	11,215	22,800	17,700
5604	HAGEN RANCH RD	W Atlantic Ave	Lake Ida Rd	PBC	4D	16,979	18,059	16,220	25,900	20,100
5646	HAGEN RANCH RD	Lake Ida Rd	Pipers Glen Blvd	PBC	4D	15,607	13,249	12,896	24,900	14,900
5600	HAGEN RANCH RD	Pipers Glen Blvd	Boynton Beach Blvd	PBC	4D	17,772	18,471	17,559	32,800	20,900
5214	HAGEN RANCH RD	Boynton Beach Blvd	Gateway Blvd	PBC	2	11,636	9,078	9,600	14,300	9,900
4666	HAGEN RANCH RD	Gateway Blvd	Hypoluxo Rd	PBC	2	10,877	10,728	10,990	12,400	12,000
4668	HAGEN RANCH RD	Hypoluxo Rd	Lantana Rd	PBC	2	13,573	10,361	9,576	14,900	12,300
4674	HAVERHILL RD	Hypoluxo Rd	Lantana Rd	PBC	2	10,625	10,669	11,353	14,100	12,500
4672	HAVERHILL RD	Lantana Rd	Melaleuca Ln	PBC	4	13,960	13,530	13,527	25,800	22,400
4646	HAVERHILL RD	Melaleuca Ln	Lake Worth Rd	PBC	4	15,646	12,027	12,276	26,500	19,500
4638	HAVERHILL RD	Lake Worth Rd	10th Ave N	PBC	5	18,150	18,363	18,786	24,100	22,900
4656	HAVERHILL RD	10th Ave N	Cresthaven Blvd	PBC	5	22,083	19,560	22,017	35,600	23,700
4642	HAVERHILL RD	Cresthaven Blvd	Purdy Ln	PBC	5	21,452	20,299	22,184	34,500	26,100
4224	HAVERHILL RD	Purdy Ln	Forest Hill Blvd	PBC	5	23,092	24,623	22,762	34,700	29,000
3640	HAVERHILL RD	Forest Hill Blvd	Summit Blvd	PBC	5	28,896	24,605	26,230	33,300	27,900
3634	HAVERHILL RD	Summit Blvd	Southern Blvd	PBC	5	22,876	21,199	23,214	24,500	26,600
3608	HAVERHILL RD	Southern Blvd	Belvedere Rd	PBC	5	22,051	20,031	22,190	31,600	31,200
3604	HAVERHILL RD	Belvedere Rd	Okeechobee Blvd	PBC	5	24,162	20,120	21,666	29,000	28,500
3600	HAVERHILL RD	Okeechobee Blvd	Community Dr	PBC	5	33,155	26,156	25,998	33,700	30,300
3672	HAVERHILL RD	Community Dr	Roebuck Rd	PBC	5	30,533	22,464	22,121	31,100	26,700
3622	HAVERHILL RD	Roebuck Rd	45th St	PBC	5	35,118	26,397	27,771	35,100	39,500
3202	HAVERHILL RD	45th St	Beeline Hwy	PBC	5	20,202	14,297	14,643	26,700	20,600
6861	HIDDEN VALLEY BLVD	Boca Raton Blvd	Old Dixie Hwy	BR	4D	8,517	6,526	7,588	12,500	10,100
4648	HIGH RIDGE RD	Gateway Blvd	Hypoluxo Rd	PBC	2	7,646	5,322	6,527	11,000	7,800
2307	HOLLY DR	Military Tr	SR 811	PBC	2	7,971	N/A	6,539	8,900	4,000
2105	HOOD RD	Jog Road	Central Blvd	PBC	4	4,541	8,114	10,325	7,200	10,500
2611	HOOD RD	Central Blvd	Military Tr	PBC	4D	9,158	10,307	14,060	24,700	23,000
2213	HOOD RD	Military Tr	SR 811	PBC	4D	9,346	12,005	16,490	25,000	18,400
2613	HOOD RD	SR-811	Prosperity Farms Rd	PBC	2	4,481	N/A	6,477	6,300	6,500
7041	HOOKER HWY	SR 715	SR 80	FDOT	4	N/A	5,772	4,461	7,300	18,800
4411	HYPOLUXO RD	SR-7	Lyons Rd	PBC	4D	4,021	6,281	9,710	9,700	10,500
4683	HYPOLUXO RD	Lyons Rd	Fl Turnpike	PBC	4D	N/A	10,207	16,237	21,600	18,700
4685	HYPOLUXO RD	Fl Turnpike	Hagen Ranch Rd	PBC	4D	N/A	16,460	22,673	31,200	26,000
4671	HYPOLUXO RD	Hagen Ranch Rd	Jog Rd	PBC	4D	17,166	20,001	24,215	33,000	28,800
4629	HYPOLUXO RD	Jog Rd	Haverhill Rd	PBC	6D	25,902	N/A	30,344	39,200	28,300
4681	HYPOLUXO RD	Haverhill Rd	Military Tr	PBC	6D	33,644	32,830	37,516	47,600	40,600
4607	HYPOLUXO RD	Military Tr	Lawrence Rd	PBC	6D	39,120	38,269	42,197	49,800	48,500
4621	HYPOLUXO RD	Lawrence Rd	Congress Ave	PBC	6D	41,223	37,042	41,057	49,900	45,200
4211	HYPOLUXO RD	Congress Ave	I-95	PBC	6D	40,625	38,668	44,434	50,500	46,600
4313	HYPOLUXO RD	I-95	Seacrest Blvd	PBC	5	36,245	32,118	34,579	37,500	35,800
4809	HYPOLUXO RD	Seacrest Blvd	Dixie Hwy	PBC	5	18,774	16,135	17,130	19,200	17,300
6212	I-95	Broward County Line	Palmetto Park Rd	FDOT	8X	194,088	194,500	0	242,900	215,000
6214	I-95	Palmetto Park Rd	Glades Rd	FDOT	10X	190,507	190,000	0	244,600	226,200
6206	I-95	Glades Rd	Yamato Rd	FDOT	8X	183,242	189,500	0	233,600	212,500
6208	I-95	Yamato Rd	Congress Ave Interchange	FDOT	8X	191,326	172,000	214,177	261,700	194,700
6218	I-95	Congress Ave Interchange	Linton Blvd	FDOT	10X	187,291	N/A	198,246	248,800	257,500
5212	I-95	Linton Blvd	Atlantic Ave	FDOT	10X	166,234	191,500	0	234,600	213,400

APPENDIX B

TEST 2 ANALYSIS

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
3 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 513
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

STATION	ROADWAY	FROM	TO	DIR.	AM PEAK HOUR DIRECTIONAL			CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
					PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES				
5401	BOYNTON BEACH BOULEVARD	SR-7	LYONS ROAD	EB	15%	77	4D	II	1870	4.11%	YES
				WB	15%	11	4D	II	1870	0.56%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	EB	35%	180	6D	II	2830	6.34%	YES
				WB	35%	25	6D	II	2830	0.87%	NO
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	EB	60%	42	6D	II	2830	1.48%	NO
				WB	60%	308	6D	II	2830	10.88%	YES
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	EB	35%	25	6D	II	2830	0.87%	NO
				WB	35%	180	6D	II	2830	6.34%	YES
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	EB	25%	18	6D	I	2940	0.60%	NO
				WB	25%	128	6D	I	2940	4.36%	YES
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	EB	17%	12	6D	I	2940	0.40%	NO
				WB	17%	87	6D	I	2940	2.97%	NO
5102	STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	8%	6	6D	I	2940	0.19%	NO
				SB	8%	41	6D	I	2940	1.40%	NO
5402	STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	NB	7%	36	4D	UNI	3760	0.96%	NO
				SB	7%	5	4D	UNI	3760	0.13%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	10%	7	4D	I	1960	0.36%	NO
				SB	10%	51	4D	I	1960	2.62%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	NB	10%	51	4D	II	1770	2.90%	NO
				SB	10%	7	4D	II	1770	0.40%	NO
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	5%	4	2	I	880	0.40%	NO
				SB	5%	26	2	I	880	2.91%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	5%	26	4D	II	1870	1.37%	NO
				SB	5%	4	4D	II	1870	0.19%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	4%	3	6D	I	2940	0.10%	NO
				SB	4%	21	6D	I	2940	0.70%	NO
5644	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	4%	21	6D	I	2940	0.70%	NO
				SB	4%	3	6D	I	2940	0.10%	NO

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

3 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 68

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 457

STATION	ROADWAY	FROM	TO	DIR.	PM PEAK HOUR DIRECTIONAL			CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
					PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES				
5401	BOYNTON BEACH BOULEVARD	SR-7	LYONS ROAD	EB	15%	10	4D	II	1870	0.55%	NO
				WB	15%	69	4D	II	1870	3.67%	YES
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	EB	35%	24	6D	II	2830	0.84%	NO
				WB	35%	160	6D	II	2830	5.65%	YES
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	EB	60%	274	6D	II	2830	9.69%	YES
				WB	60%	41	6D	II	2830	1.44%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	EB	35%	160	6D	II	2830	5.65%	YES
				WB	35%	24	6D	II	2830	0.84%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	EB	25%	114	6D	I	2940	3.89%	YES
				WB	25%	17	6D	I	2940	0.58%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	EB	17%	78	6D	I	2940	2.64%	NO
				WB	17%	12	6D	I	2940	0.39%	NO
5102	STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	8%	37	6D	I	2940	1.24%	NO
				SB	8%	5	6D	I	2940	0.19%	NO
5402	STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	NB	7%	5	4D	UNI	3760	0.13%	NO
				SB	7%	32	4D	UNI	3760	0.85%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	10%	46	4D	I	1960	2.33%	NO
				SB	10%	7	4D	I	1960	0.35%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	NB	10%	7	4D	II	1770	0.38%	NO
				SB	10%	46	4D	II	1770	2.58%	NO
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	5%	23	2	I	880	2.60%	NO
				SB	5%	3	2	I	880	0.39%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	5%	3	4D	II	1870	0.18%	NO
				SB	5%	23	4D	II	1870	1.22%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	4%	18	6D	I	2940	0.62%	NO
				SB	4%	3	6D	I	2940	0.09%	NO
5644	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	4%	3	6D	I	2940	0.09%	NO
				SB	4%	18	6D	I	2940	0.62%	NO

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 7
TEST 2 LINK ANALYSIS
AM PEAK HOUR**

2024 BUILD OUT
BACKGROUND GROWTH RATE = 1.78%
NET AM PEAK HOUR PROJECT TRIPS (ENTERING) = 513
NET AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

ROADWAY	FROM	TO	DIRECTION	AM PEAK HOUR										MEETS LOS STD.	
				2019 PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	DIRECTIONAL PROJECT TRIPS	MAJOR PROJECT	1.0% GROWTH	BACKGROUND GROWTH	TOTAL BACKGROUND TRAFFIC	2024 TOTAL TRAFFIC	ASSURED LANES	CLASS		LOS E
BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	EB	721	15%	77	338	37	66	375	1173	4D	II	1,870	YES
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	EB	2411	35%	180	274	123	222	397	2988	6D	II	2,830	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	WB	1640	60%	308	221	84	151	305	2253	6D	II	2,830	YES
BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	WB	2589	35%	180	199	132	239	331	3100	6D	II	2,830	NO
BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	WB	1856	25%	128	204	95	171	299	2283	6D	I	2,940	YES

VALICO NURSERY INDUSTRIAL

10/3/19
Revised: 10/22/19

**TABLE 8
TEST 2 LINK ANALYSIS
PM PEAK HOUR**

2024 BUILD OUT
BACKGROUND GROWTH RATE = 1.78%
NET PM PEAK HOUR PROJECT TRIPS (ENTERING) = 68
NET PM PEAK HOUR PROJECT TRIPS (EXITING) = 457

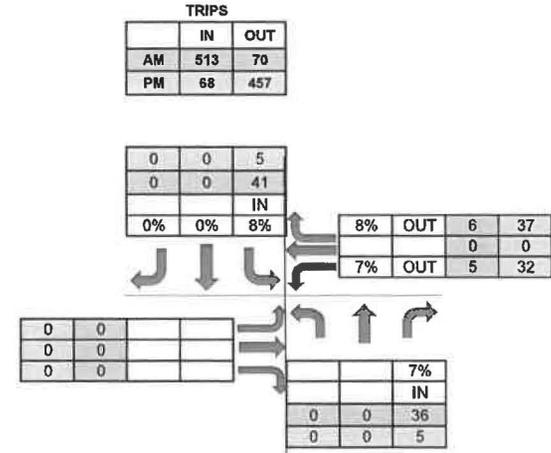
ROADWAY	FROM	TO	DIRECTION	2019 PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL			1.0% GROWTH	BACKGROUND GROWTH	TOTAL BACKGROUND TRAFFIC	2024 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS_E	MEETS LOS STD.
						PROJECT TRIPS	MAJOR PROJECT									
BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	WB	806	15%	69	374	41	74	415	1290	4D	II	1,870	YES	
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	WB	1997	35%	160	438	102	184	540	2697	6D	II	2,830	YES	
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	EB	1589	60%	274	380	81	147	461	2324	6D	II	2,830	YES	
BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	EB	2593	35%	160	373	132	239	505	3258	6D	II	2,830	NO	
BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	EB	2153	25%	114	401	110	199	511	2778	6D	I	2,940	YES	

APPENDIX C

CRITICAL MOVEMENT ANALYSIS (CMA)

CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT STATE ROAD 7

INPUT DATA												
Growth Rate = 1.78% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2024												
AM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing Volume (2018)	12	495	168	441	1493	10	37	49	72	328	28
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	1	55	19	49	167	1	4	5	8	37	3	35
1.0% Background Growth	1	30	10	27	92	1	2	3	4	20	2	19
Major Projects Traffic	0	50	110	102	44	0	0	0	0	102	0	84
1% BGR + Major Projects	1	80	120	129	136	1	2	3	4	122	2	103
Project Traffic	0	0	36	41	0	0	0	0	0	5	0	6
Total	13	575	324	611	1629	11	39	52	76	455	30	420
Approach Total	913			2,251			168			905		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	3	1	2	3	1	1	1	1	2	1	2
Per Lane Volume	13	192	324	306	543	11	39	52	76	228	30	210
Right on Red	60			60			60			60		
Overlaps Left	228			39			13			306		
Adj. Per Lane Volume	13	192	37	306	543	0	39	52	4	228	30	0
Through/Right Volume	192			543			52			30		
Opposing Left Turns	306			13			228			39		
Critical Volume for Approach	497			556			280			69		
Critical Volume for Direction				556			280			280		
Intersection Critical Volume	835											
STATUS?	UNDER											



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing Volume (2018)	27	1352	342	379	539	4	31	22	8	172	22
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	3	151	38	42	60	0	3	2	1	19	2	63
1.0% Background Growth	2	83	21	23	33	0	2	1	0	11	1	35
Major Projects Traffic	0	67	140	121	78	0	0	0	0	142	0	124
1% BGR + Major Projects	2	150	161	144	111	0	2	1	0	153	1	159
Project Traffic	0	0	5	5	0	0	0	0	0	32	0	37
Total	29	1502	508	528	650	4	33	23	8	357	23	757
Approach Total	2,039			1,183			65			1,136		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	3	1	2	3	1	1	1	1	2	1	2
Per Lane Volume	29	501	508	264	217	4	33	23	8	178	23	378
Right on Red	60			60			60			60		
Overlaps Left	178			33			29			264		
Adj. Per Lane Volume	29	501	270	264	217	0	33	23	0	178	23	54
Through/Right Volume	501			217			23			54		
Opposing Left Turns	264			29			178			33		
Critical Volume for Approach	765			245			202			87		
Critical Volume for Direction				765			202			202		
Intersection Critical Volume	967											
STATUS?	UNDER											

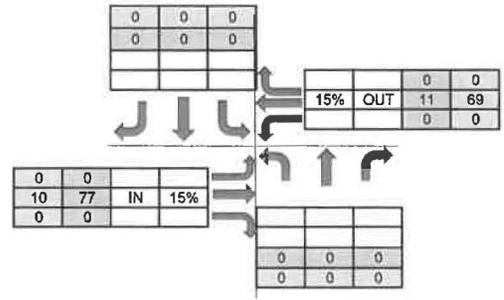
CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT SOMERSET ACADEMY

INPUT DATA			
Growth Rate = 1.78%	Peak Season = 1.00	Current Year = 2018	Buildout Year = 2024

AM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	81	0	0
1.0% Background Growth	0	0	0	0	0	0	0	0	0	44	0	0
Major Projects Traffic	0	0	0	0	0	0	0	0	0	338	0	0
1% BGR + Major Projects	0	0	0	0	0	0	0	0	0	382	0	0
Project Traffic	0	0	0	0	0	0	0	0	0	77	0	0
Total	0	0	0	497	0	166	260	1180	0	0	1290	778
Approach Total	0			663			1,440			2,068		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	0	0	2	0	1	1	2	0	1	2	1
Per Lane Volume	0	0	0	249	0	166	260	590	0	0	645	778
Right on Red				60			0			60		
Overlaps Left				260			0			249		
Adj. Per Lane Volume	0	0	0	249	0	0	260	590	0	0	645	470
Through/Right Volume	0			0			590			645		
Opposing Left Turns	249			0			0			260		
Critical Volume for Approach	249			0			590			905		
Critical Volume for Direction	249									905		
Intersection Critical Volume	1,153											
STATUS?	UNDER											

167
888

TRIPS		
	IN	OUT
AM	813	70
PM	68	457



PM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	81	0	0
1.0% Background Growth	0	0	0	0	0	0	0	0	0	44	0	0
Major Projects Traffic	0	0	0	0	0	0	0	0	0	393	0	0
1% BGR + Major Projects	0	0	0	0	0	0	0	437	0	0	424	0
Project Traffic	0	0	0	0	0	0	0	10	0	0	69	0
Total	0	0	0	152	0	61	39	1170	0	0	1299	115
Approach Total	0			203			1,209			1,414		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	0	0	0	2	0	1	1	2	0	1	2	1
Per Lane Volume	0	0	0	76	0	51	39	585	0	0	649	115
Right on Red				60			0			60		
Overlaps Left				39			0			76		
Adj. Per Lane Volume	0	0	0	76	0	0	39	585	0	0	649	0
Through/Right Volume	0			0			585			649		
Opposing Left Turns	76			0			0			39		
Critical Volume for Approach	76			0			585			688		
Critical Volume for Direction	76									688		
Intersection Critical Volume	764											
STATUS?	UNDER											

171
861

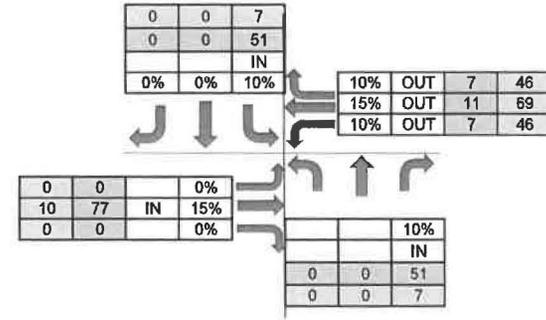
Notes: Existing volume and major projects from Link counts and analysis
Turning movements into and out of school based on School traffic study

**CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT LYONS ROAD**

INPUT DATA			
Growth Rate = 1.78%	Peak Season = 1.00	Current Year = 2018	Buildout Year = 2024

AM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	224	163	191	1068	341	194	122	977	138	162	1125	228
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	25	18	21	119	38	22	14	109	15	18	126	25
1.0% Background Growth	14	10	12	66	21	12	8	60	8	10	69	14
Major Projects Traffic	144	63	36	106	61	131	98	121	98	20	150	78
1% BGR + Major Projects	158	73	48	172	82	143	106	181	106	30	219	92
Project Traffic	0	0	51	51	0	0	0	77	0	7	11	7
Total	382	236	290	1291	423	337	228	1235	244	199	1355	327
Approach Total	908			2,051			1,707			1,881		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	2	1	3	1	1	2	2	1	2	2	1
Per Lane Volume	191	118	290	430	423	337	114	618	244	99	678	327
Right on Red	60			60			60			60		
Overlaps Left	99			114			191			430		
Adj. Per Lane Volume	191	118	130	430	423	163	114	618	0	99	678	0
Through/Right Volume	130			423			618			678		
Opposing Left Turns	430			191			99			114		
Critical Volume for Approach	561			614			717			791		
Critical Volume for Direction				614			791			791		
Intersection Critical Volume							1,405					
STATUS?	NEAR											

TRIPS		
	IN	OUT
AM	513	70
PM	68	457



PM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	106	544	255	419	234	40	100	999	86	182	786	499
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	12	61	28	47	26	4	11	112	10	20	88	56
1.0% Background Growth	7	33	16	26	14	2	6	61	5	11	48	31
Major Projects Traffic	63	156	33	215	158	160	167	123	72	49	130	233
1% BGR + Major Projects	70	189	49	241	172	162	173	184	77	60	178	264
Project Traffic	0	0	7	7	0	0	0	10	0	46	69	46
Total	176	733	311	667	406	202	273	1193	163	288	1033	809
Approach Total	1,220			1,276			1,630			2,130		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	2	1	3	1	1	2	2	1	2	2	1
Per Lane Volume	88	367	311	222	406	202	137	597	163	144	517	809
Right on Red	60			60			60			60		
Overlaps Left	144			137			88			222		
Adj. Per Lane Volume	88	367	107	222	406	6	137	597	16	144	517	526
Through/Right Volume	367			406			597			526		
Opposing Left Turns	222			88			144			137		
Critical Volume for Approach	589			494			741			663		
Critical Volume for Direction				589			741			741		
Intersection Critical Volume							1,330					
STATUS?	NEAR											

CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT ACME DAIRY ROAD

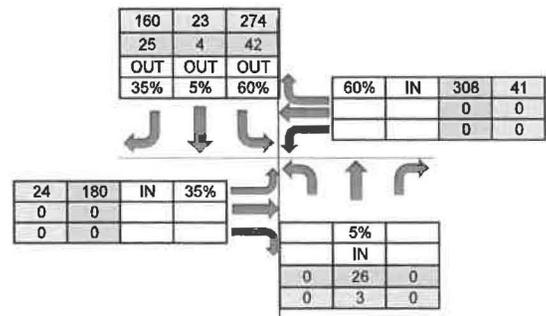
INPUT DATA			
Growth Rate =	1.78%	Peak Season =	1.00
Current Year =	2019	Buildout Year =	2024

	AM Peak Hour											
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	92	1	511	22	4	4	31	1643	200	170	1339	35
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	8	0	47	2	0	0	3	152	18	16	123	3
1.0% Background Growth	5	0	26	1	0	0	2	84	10	9	68	2
Major Projects Traffic	75	0	84	0	0	0	0	266	39	34	236	0
1% BGR + Major Projects	80	0	110	1	0	0	2	350	49	43	304	2
Project Traffic	0	26	0	42	4	25	180	0	0	0	0	308
Total	172	27	621	65	8	29	213	1993	249	213	1643	345
Approach Total	820			103			2,455			2,201		

374
941

CRITICAL VOLUME ANALYSIS												
No. of Lanes	>	1	2	1	1	<	1	3	1	1	3	<
Per Lane Volume	0	199	311	65	27	0	213	664	249	213	659	0
Right on Red			60					60				0
Overlaps Left			213					0				0
Adj. Per Lane Volume	0	199	38	65	27	0	213	664	189	213	659	0
Through/Right Volume			199		27			664			659	
Opposing Left Turns			65		0			213			213	
Critical Volume for Approach			264		27			877			872	
Critical Volume for Direction			264					877				
Intersection Critical Volume							1,141					
STATUS?	UNDER											

TRIPS		
	IN	OUT
AM	513	70
PM	68	457



	PM Peak Hour											
	INTERSECTION VOLUME DEVELOPMENT											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	49	4	224	26	0	17	16	1390	69	352	1660	10
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	5	0	21	2	0	2	1	128	6	32	153	1
1.0% Background Growth	2	0	11	1	0	1	1	71	4	18	85	1
Major Projects Traffic	38	0	56	0	0	0	0	401	55	90	438	0
1% BGR + Major Projects	40	0	67	1	0	1	1	472	59	108	523	1
Project Traffic	0	3	0	274	23	160	24	0	0	0	0	41
Total	89	7	291	301	23	178	41	1862	128	460	2183	52
Approach Total	388			502			2,030			2,694		

352
1,273

CRITICAL VOLUME ANALYSIS												
No. of Lanes	>	1	2	1	1	<	1	3	1	1	3	<
Per Lane Volume	0	97	146	301	191	0	41	621	128	460	741	0
Right on Red			60					60				0
Overlaps Left			460					0				0
Adj. Per Lane Volume	0	97	0	301	191	0	41	621	68	460	741	0
Through/Right Volume			97		191			621			741	
Opposing Left Turns			301		0			460			41	
Critical Volume for Approach			398		191			1081			782	
Critical Volume for Direction			398					1081				
Intersection Critical Volume							1,479					
STATUS?	NEAR											

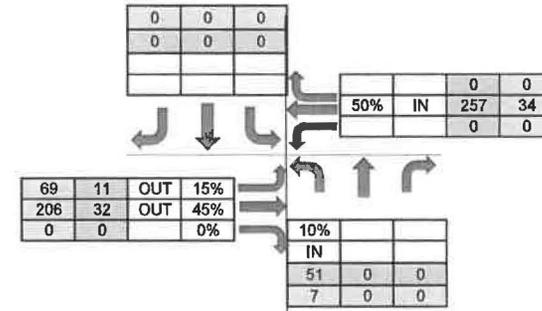
CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT FLORIDA TURNPIKE WEST

INPUT DATA			
Growth Rate = 1.78%	Peak Season = 1.00	Current Year = 2018	Buildout Year = 2024

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	81	0	213	0	0	0	538	1788	0	0	1347	1142
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	9	0	24	0	0	0	60	200	0	0	150	128
1.0% Background Growth	5	0	13	0	0	0	33	110	0	0	83	70
Major Projects Traffic	3	0	5	0	0	0	0	205	0	0	194	4
1% BGR + Major Projects	8	0	18	0	0	0	33	315	0	0	277	74
Project Traffic	51	0	0	0	0	0	11	32	0	0	257	0
Total	140	0	231	0	0	0	582	2135	0	0	1881	1216
Approach Total	371			0			2,717			3,097		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	0	FREE	0	0	0	1	3	0	0	3	FREE
Per Lane Volume	140	0	0	0	0	0	582	712	0	0	627	0
Right on Red	0			0			0			0		
Overlaps Left	0			0			0			0		
Adj. Per Lane Volume	140	0	0	0	0	0	582	712	0	0	627	0
Through/Right Volume	0			0			712			627		
Opposing Left Turns	0			140			0			582		
Critical Volume for Approach	0			140			712			1209		
Critical Volume for Direction	140			1209			1209			1209		
Intersection Critical Volume							1,349					
STATUS?	NEAR											

571
725

TRIPS		
	IN	OUT
AM	513	70
PM	68	457



PM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	104	0	160	0	0	0	190	1606	0	0	1746	671
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	12	0	18	0	0	0	21	179	0	0	195	75
1.0% Background Growth	6	0	10	0	0	0	12	99	0	0	107	41
Major Projects Traffic	4	0	13	0	0	0	13	325	0	0	349	11
1% BGR + Major Projects	10	0	23	0	0	0	25	424	0	0	456	52
Project Traffic	7	0	0	0	0	0	69	206	0	0	34	0
Total	121	0	183	0	0	0	284	2236	0	0	2236	723
Approach Total	304			0			2,519			2,960		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	1	0	FREE	0	0	0	1	3	0	0	3	FREE
Per Lane Volume	121	0	0	0	0	0	284	745	0	0	745	0
Right on Red	0			0			0			0		
Overlaps Left	0			0			0			0		
Adj. Per Lane Volume	121	0	0	0	0	0	284	745	0	0	745	0
Through/Right Volume	0			0			745			745		
Opposing Left Turns	0			121			0			284		
Critical Volume for Approach	0			121			745			1029		
Critical Volume for Direction	121			1029			1029			1029		
Intersection Critical Volume							1,151					
STATUS?	UNDER											

500
990

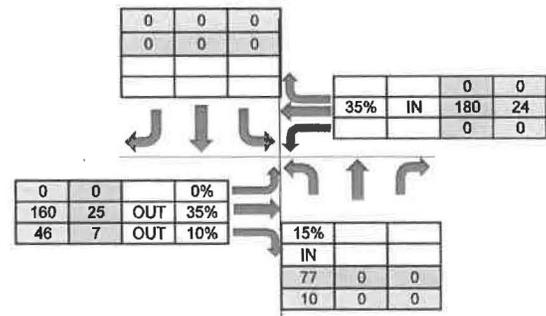
CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT FLORIDA TURNPIKE EAST

INPUT DATA												
Growth Rate = 1.78% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2024												
AM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	166	0	575	24	4	20	20	2285	184	263	2259	14
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	19	0	64	3	0	2	2	255	21	29	252	2
1.0% Background Growth	10	0	35	1	0	1	1	141	11	16	139	1
Major Projects Traffic	3	3	5	5	1	3	4	181	2	3	173	4
1% BGR + Major Projects	13	3	40	6	1	4	5	322	13	19	312	5
Project Traffic	77	0	0	0	0	0	0	25	7	0	180	0
Total	256	3	615	30	5	24	25	2632	204	282	2751	19
Approach Total	875			60			2,861			3,052		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	<	FREE	2	1	<	1	3	FREE	1	3	1
Per Lane Volume	130	0	0	15	19	0	25	877	0	282	917	19
Right on Red	0			0			0			60		
Overlaps Left	0			25			0			15		
Adj. Per Lane Volume	130	0	0	15	19	0	25	877	0	282	917	0
Through/Right Volume	0			19			877			917		
Opposing Left Turns	15			130			282			25		
Critical Volume for Approach	15			149			1159			942		
Critical Volume for Direction				149						1159		
Intersection Critical Volume							1,308					
STATUS?							NEAR					

649
745

TRIPS

	IN	OUT
AM	513	70
PM	68	457



PM Peak Hour INTERSECTION VOLUME DEVELOPMENT												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	492	1	1170	49	4	8	25	1859	125	246	2084	52
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	55	0	131	5	0	1	3	208	14	27	233	6
1.0% Background Growth	30	0	72	3	0	0	2	114	8	15	128	3
Major Projects Traffic	4	8	16	9	10	11	10	306	5	19	330	10
1% BGR + Major Projects	34	8	88	12	10	11	12	420	13	34	458	13
Project Traffic	10	0	0	0	0	0	0	160	46	0	24	0
Total	536	9	1258	61	14	19	37	2439	184	280	2566	65
Approach Total	1,803			95			2,660			2,912		
CRITICAL VOLUME ANALYSIS												
No. of Lanes	2	<	FREE	2	1	<	1	3	FREE	1	3	1
Per Lane Volume	273	0	0	31	24	0	37	813	0	280	855	65
Right on Red	0			0			0			60		
Overlaps Left	0			37			0			31		
Adj. Per Lane Volume	273	0	0	31	24	0	37	813	0	280	855	0
Through/Right Volume	0			24			813			855		
Opposing Left Turns	31			273			280			37		
Critical Volume for Approach	31			296			1093			892		
Critical Volume for Direction				296						1093		
Intersection Critical Volume							1,390					
STATUS?							NEAR					

683
1,114

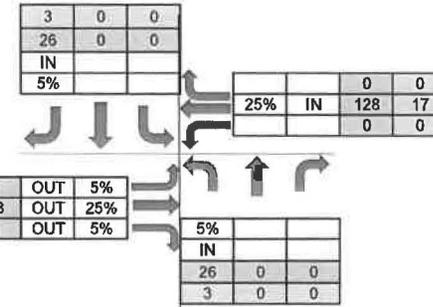
CMA INTERSECTION ANALYSIS
VALICO NURSERY INDUSTRIAL
BOYNTON BEACH BOULEVARD AT HAGEN RANCH ROAD

INPUT DATA			
Growth Rate =	1.78%	Peak Season =	1.00
Current Year =	2016	Buildout Year =	2024

AM Peak Hour													
INTERSECTION VOLUME DEVELOPMENT													
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2016)	404	62	177	68	352	408	204	1329	345	229	1654	30	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	61	9	27	10	53	62	31	201	52	35	251	5	
1.0% Background Growth	33	5	15	6	29	34	17	110	29	19	137	2	
Major Projects Traffic	55	9	41	24	5	44	36	168	41	36	143	20	
1% BGR + Major Projects	88	14	56	30	34	78	53	278	70	55	280	22	
Project Traffic	26	0	0	0	0	26	4	18	4	0	128	0	
Total	518	76	233	98	386	512	261	1625	419	284	2062	52	
Approach Total	827			996			2,305			2,399			
CRITICAL VOLUME ANALYSIS													
No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1	
Per Lane Volume	259	38	233	49	193	512	130	542	419	142	687	52	
Right on Red			60			60			60			60	
Overlaps Left			142			130			259			49	
Adj. Per Lane Volume	259	38	31	49	193	321	130	542	99	142	687	0	
Through/Right Volume			38			321			542			687	
Opposing Left Turns			49			259			142			130	
Critical Volume for Approach			87			581			684			818	
Critical Volume for Direction				581						818			
Intersection Critical Volume							1,398						
STATUS?							NEAR						

798
1,058

TRIPS		
	IN	OUT
AM	513	70
PM	68	457



PM Peak Hour													
INTERSECTION VOLUME DEVELOPMENT													
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2016)	478	234	266	83	101	84	365	1476	291	143	1284	63	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	72	35	40	13	15	13	55	224	44	22	195	10	
1.0% Background Growth	40	19	22	7	8	7	30	122	24	12	106	5	
Major Projects Traffic	54	11	96	65	11	35	35	273	59	98	299	68	
1% BGR + Major Projects	94	30	118	72	19	42	65	395	83	110	405	73	
Project Traffic	3	0	0	0	0	3	23	114	23	0	17	0	
Total	575	264	384	155	120	129	453	1985	397	253	1706	136	
Approach Total	1,223			404			2,836			2,095			
CRITICAL VOLUME ANALYSIS													
No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1	
Per Lane Volume	287	132	384	77	60	129	227	662	397	126	569	136	
Right on Red			60			60			60			60	
Overlaps Left			126			227			287			77	
Adj. Per Lane Volume	287	132	198	77	60	0	227	662	50	126	569	0	
Through/Right Volume			198			60			662			569	
Opposing Left Turns			77			287			126			227	
Critical Volume for Approach			275			347			788			795	
Critical Volume for Direction				347						795			
Intersection Critical Volume							1,143						
STATUS?							UNDER						

738
1,507

APPENDIX D

ARTERIAL ANALYSIS

HCM ARTERIAL ANALYSIS

BOYNTON BEACH BOULEVARD

EASTBOUND				
SEGMENT	CROSS STREET	LENGTH (MILES)	STREET CLASS	POSTED SPEED (MPH)
0	0.25 MILE SOUTH OF STATE ROAD 7			
1	STATE ROAD 7	0.25	2	45
2	SOMERSET ACADEMY	0.59	2	45
3	LYONS ROAD	0.45	2	45
4	ACME DAIRY ROAD	0.51	2	45
5	FLORIDA TURNPIKE WEST	0.34	2	45
6	FLORIDA TURNPIKE EAST	0.28	2	45
7	HAGEN RANCH ROAD	0.40	2	45

WESTBOUND				
SEGMENT	CROSS STREET	LENGTH (MILES)	STREET CLASS	POSTED SPEED (MPH)
0	0.25 MILE EAST OF HAGEN RANCH ROAD			
1	HAGEN RANCH ROAD	0.25	2	45
2	FLORIDA TURNPIKE EAST	0.40	2	45
3	FLORIDA TURNPIKE WEST	0.28	2	45
4	ACME DAIRY ROAD	0.34	2	45
5	LYONS ROAD	0.51	2	45
6	SOMERSET ACADEMY	0.45	2	45
7	STATE ROAD 7	0.59	2	45

URBAN STREET WORKSHEET #1								
General Information				Site Information				
Analyst				Urban Street				
Agency/Co. S&W				Boynton Beach Blvd				
Date Performed 8/30/2017				Direction of Travel East-bound				
Time Period AM Peak				Jurisdiction FDOT/PBC				
				Analysis Year 2024				
Project Description: VALICO NURSERY INDUSTRIAL								
Input Parameters								
Analysis Period(h) T = 0.25	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	155.0	130.5	155.0	155.0	155.0	155.0	155.0	
Eff. green to cycle ratio, g/C	0.390	0.590	0.370	0.430	0.700	0.540	0.390	
v/c ratio for lane group, X	0.860	0.590	0.980	0.960	0.630	1.010	0.860	
Cap of lane group, c (veh/h)	1997	2093	1327	2193	3568	2750	1997	
Pct Veh on Grn., PVG								
Arrival type, AT	3	3	3	3	3	3	3	
Unit extension, UE (sec)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Length of segment, L (mi)	0.25	0.59	0.45	0.51	0.34	0.28	0.40	
Initial queue, Q ₀ (veh)	0	0	0	0	0	0	0	
Urban street class, SC	2	2	2	2	2	2	2	
Free-flow speed, FSS (mi/h)	45	45	45	45	45	45	45	
Running time, TR (s)	26.0	51.1	41.0	44.8	33.0	28.3	37.6	
Other delay, (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Computation								
Uniform delay, d ₁ (s)	43.4	16.8	48.3	42.9	12.5	35.6	43.4	5.4
Incremental delay adj, k	0.39	0.18	0.48	0.47	0.21	0.50	0.39	0.50
Upstream filtering adj factor, l	1.000	0.393	0.779	0.138	0.184	0.736	0.090	
Incremental delay, d ₂ (s)	4.1	0.2	17.2	2.3	0.1	17.2	0.4	1.7
Initial queue delay, d ₃ (s)	0	0	0	0	0	0	0	
Progression adj factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.256
Control delay, d (s)	62.9	17.0	65.5	45.1	12.5	52.9	43.8	
Segment LOS Determination								
Travel time, ST (s)	88.9	68.1	106.4	89.9	45.5	81.1	81.4	
Travel speed, SA (mi/h)	10.1	31.2	15.2	20.4	26.9	12.4	17.7	
Segment LOS	F	B	E	D	C	F	D	
Urban Street LOS Determination								
Total travel time (s)	561.4							
Total length (mi)	2.82							
Total travel speed, SA (mi/h)	18.1							
Total urban street LOS	D							

URBAN STREET WORKSHEET #1								
General Information				Site Information				
Analyst				Urban Street				
Agency/Co. S&W				Boynton Beach Blvd				
Date Performed				Direction of Travel West-bound				
Time Period AM				Jurisdiction FDOT/PBC				
				Analysis Year 2024				
Project Description: VALICO NURSERY INDUSTRIAL								
Input Parameters								
Analysis Period(h) T = 0.25	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	155.0	155.0	155.0	155.0	155.0	130.5	151.0	
Eff. green to cycle ratio, g/C	0.430	0.590	0.380	0.440	0.400	0.340	0.170	
v/c ratio for lane group, X	1.000	0.970	1.030	0.960	1.000	1.110	0.100	
Cap of lane group, c (veh/h)	2161	2979	1931	2169	1419	1223	308	
Pct Veh on Grn., PVG								
Arrival type, AT	3	3	3	3	3	3	3	
Unit extension, UE (sec)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Length of segment, L (mi)	0.25	0.40	0.28	0.34	0.51	0.45	0.59	
Initial queue, Q _b (veh)	0	0	0	0	0	0	0	
Urban street class, SC	2	2	2	2	2	2	2	
Free-flow speed, FSS (mi/h)	45	45	45	45	45	45	45	
Running time, TR (s)	26.0	37.6	28.3	33.0	44.8	41.0	51.1	
Other delay, (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Computation								
Uniform delay, d ₁ (s)	44.2	30.5	48.0	42.1	46.5	43.1	52.9	5.4
Incremental delay adj, k	0.50	0.48	0.50	0.47	0.50	0.50	0.11	0.50
Upstream filtering adj factor, I	1.000	0.090	0.161	0.090	0.184	0.090	0.090	
Incremental delay, d ₂ (s)	19.4	1.5	17.5	1.5	10.3	50.8	0.0	4.4
Initial queue delay, d ₃ (s)	0	0	0	0	0	0	0	
Progression adj factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.256
Control delay, d (s)	63.5	32.0	65.5	43.6	56.8	93.9	65.7	
Segment LOS Determination								
Travel time, ST (s)	89.5	69.6	93.8	76.6	101.6	134.8	116.8	
Travel speed, SA (mi/h)	10.1	20.7	10.7	16.0	18.1	12.0	18.2	
Segment LOS	F	D	F	E	D	F	D	
Urban Street LOS Determination								
Total travel time (s)	682.7							
Total length (mi)	2.82							
Total travel speed, SA (mi/h)	14.9							
Total urban street LOS	E							

URBAN STREET WORKSHEET #1								
General Information				Site Information				
Analyst				Urban Street				
Agency/Co. S&W				Boynton Beach Blvd				
Date Performed				Direction of Travel East-bound				
Time Period PM Peak				Jurisdiction FDOT/PBC				
				Analysis Year 2024				
Project Description: VALICO NURSERY INDUSTRIAL								
Input Parameters								
Analysis Period(h) T = 0.25	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	151.0	130.5	160.0	160.0	160.0	160.0	160.0	
Eff. green to cycle ratio, g/C	0.100	0.590	0.340	0.390	0.700	0.500	0.450	
v/c ratio for lane group, X	0.130	0.590	1.050	0.980	0.660	1.010	0.920	
Cap of lane group, c (veh/h)	185	2093	1197	1998	3552	2537	2283	
Pct Veh on Grn., PVG								
Arrival type, AT	3	3	3	3	3	3	3	
Unit extension, UE (sec)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Length of segment, L (mi)	0.25	0.59	0.45	0.51	0.34	0.28	0.40	
Initial queue, Q _b (veh)	0	0	0	0	0	0	0	
Urban street class, SC	2	2	2	2	2	2	2	
Free-flow speed, FSS (mi/h)	45	45	45	45	45	45	45	
Running time, TR (s)	26.0	51.1	41.0	44.8	33.0	28.3	37.6	
Other delay, (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Computation								
Uniform delay, d ₁ (s)	62.0	16.8	52.8	48.2	13.4	40.0	41.3	5.4
Incremental delay adj, k	0.11	0.18	0.50	0.48	0.23	0.50	0.44	0.50
Upstream filtering adj factor, I	1.000	0.996	0.779	0.090	0.138	0.701	0.090	
Incremental delay, d ₂ (s)	0.3	0.4	37.3	2.9	0.1	17.5	0.7	1.2
Initial queue delay, d ₃ (s)	0	0	0	0	0	0	0	
Progression adj factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.256
Control delay, d (s)	56.6	17.3	90.1	51.1	13.4	57.5	42.0	
Segment LOS Determination								
Travel time, ST (s)	82.6	68.3	131.1	95.9	46.4	85.7	79.6	
Travel speed, SA (mi/h)	10.9	31.1	12.4	19.1	26.4	11.8	18.1	
Segment LOS	F	B	F	D	C	F	D	
Urban Street LOS Determination								
Total travel time (s)	589.7							
Total length (mi)	2.82							
Total travel speed, SA (mi/h)	17.2							
Total urban street LOS	D							

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + SR 7					
Agency or Co.						Area Type	All other areas					
Date Performed	AM Peak					Jurisdiction	Palm Beach County					
Time Period						Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	2	1	2	1	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	39	52	76	455	30	420	13	575	324	611	1629	11
% Heavy Vehicles	2	2	0	0	2	2	0	0	0	2	0	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	60	0	0	11
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	SB Only	Thru & RT	08		
Timing	G = 10.0	G = 10.0	G = 15.0	G =			G = 15.0	G = 15.0	G = 55.0		G =	
	Y = 8	Y = 0	Y = 8	Y =			Y = 7.5	Y = 0	Y = 7.5		Y =	
Duration of Analysis (hrs) = 0.25							Cycle Length C = 151.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	41	55	17	479	32	379	14	605	278	643	1715	0
Lane Group Capacity	117	185	406	650	308	1309	179	1885	968	835	2399	917
v/c Ratio	0.35	0.30	0.04	0.74	0.10	0.29	0.08	0.32	0.29	0.77	0.71	0.00
Green Ratio	0.07	0.10	0.25	0.19	0.17	0.47	0.10	0.36	0.60	0.25	0.46	0.58
Uniform Delay d ₁	67.4	63.1	42.7	58.0	53.5	24.8	61.7	34.6	14.6	52.7	32.5	13.4
Delay Factor k	0.11	0.11	0.11	0.29	0.11	0.11	0.11	0.11	0.11	0.32	0.28	0.11
Incremental Delay d ₂	1.8	0.9	0.0	4.4	0.1	0.1	0.2	0.1	0.2	4.4	1.0	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	69.2	64.0	42.8	62.4	53.6	24.9	61.9	34.7	14.8	57.2	33.5	13.4
Lane Group LOS	E	E	D	E	D	C	E	C	B	E	C	B
Approach Delay	62.7			46.1			28.9			40.0		
Approach LOS	E			D			C			D		
Intersection Delay	39.5			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + SR 7					
Agency or Co.						Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	2	1	2	1	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	33	23	8	357	23	757	29	1502	508	528	650	4
% Heavy Vehicles	2	2	0	0	2	2	0	0	0	2	0	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	8	0	0	60	0	0	60	0	0	4
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	SB Only	Thru & RT	08		
Timing	G = 10.0	G = 10.0	G = 15.0	G =	G = 15.0	G = 15.0	G = 15.0	G = 55.0	G =			
	Y = 8	Y = 0	Y = 8	Y =	Y = 7.5	Y = 0	Y = 7.5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 151.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	35	24	0	376	24	734	31	1581	472	556	684	0
Lane Group Capacity	117	185	406	650	308	1309	179	1885	968	835	2399	917
v/c Ratio	0.30	0.13	0.00	0.58	0.08	0.56	0.17	0.84	0.49	0.67	0.29	0.00
Green Ratio	0.07	0.10	0.25	0.19	0.17	0.47	0.10	0.36	0.60	0.25	0.46	0.58
Uniform Delay d ₁	67.2	62.0	42.3	56.1	53.3	29.1	62.3	43.9	17.1	51.1	25.0	13.4
Delay Factor k	0.11	0.11	0.11	0.17	0.11	0.16	0.11	0.37	0.11	0.24	0.11	0.11
Incremental Delay d ₂	1.4	0.3	0.0	1.3	0.1	0.6	0.5	3.5	0.4	2.0	0.1	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	68.6	62.4	42.3	57.4	53.4	29.6	62.8	47.5	17.5	53.1	25.1	13.4
Lane Group LOS	E	E	D	E	D	C	E	D	B	D	C	B
Approach Delay	66.1			39.3			40.9			37.7		
Approach LOS	E			D			D			D		
Intersection Delay	40.0			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + Somerset					
Agency or Co.						Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	AM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2			2	1				2		1
Lane Group	L	T			T	R				L		R
Volume (vph)	260	1180			1290	778				497		166
% Heavy Vehicles	2	2			2	2				2		2
PHF	0.95	0.95			0.95	0.95				0.95		0.95
Pretimed/Actuated (P/A)	A	A			A	A				A		A
Startup Lost Time	2.0	2.0			2.0	2.0				2.0		2.0
Extension of Effective Green	2.0	2.0			2.0	2.0				2.0		2.0
Arrival Type	3	3			3	3				3		3
Unit Extension	3.0	3.0			3.0	3.0				3.0		3.0
Ped/Bike/RTOR Volume	0	0		0	0	60				0	0	60
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N				N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0				0		0
Minimum Pedestrian Time		3.2			3.2						3.2	
Phasing	EB Only	EW Perm	03	04	SB Only	06	07	08				
Timing	G = 25.0	G = 45.0	G =	G =	G = 40.0	G =	G =	G =				
	Y = 7	Y = 7	Y =	Y =	Y = 6.5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	274	1242			1358	756				523		112
Lane Group Capacity	396	2093			1223	1116				1031		867
v/c Ratio	0.69	0.59			1.11	0.68				0.51		0.13
Green Ratio	0.59	0.59			0.34	0.70				0.31		0.55
Uniform Delay d ₁	35.4	16.9			42.8	10.9				37.2		14.4
Delay Factor k	0.26	0.18			0.50	0.25				0.12		0.11
Incremental Delay d ₂	5.1	0.5			61.6	1.7				0.4		0.1
PF Factor	1.000	1.000			1.000	1.000				1.000		1.000
Control Delay	40.5	17.3			104.4	12.5				37.6		14.4
Lane Group LOS	D	B			F	B				D		B
Approach Delay	21.5			71.5						33.5		
Approach LOS	C			E						C		
Intersection Delay	48.1			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + Somerset					
Agency or Co.						Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2			2	1				2		1
Lane Group	L	T			T	R				L		R
Volume (vph)	39	1170			1299	115				152		51
% Heavy Vehicles	2	2			2	2				2		2
PHF	0.95	0.95			0.95	0.95				0.95		0.95
Pretimed/Actuated (P/A)	A	A			A	A				A		A
Startup Lost Time	2.0	2.0			2.0	2.0				2.0		2.0
Extension of Effective Green	2.0	2.0			2.0	2.0				2.0		2.0
Arrival Type	3	3			3	3				3		3
Unit Extension	3.0	3.0			3.0	3.0				3.0		3.0
Ped/Bike/RTOR Volume	0	0		0	0	60				0	0	0
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N				N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0				0		0
Minimum Pedestrian Time		3.2			3.2						3.2	
Phasing	EB Only	EW Perm	03	04	SB Only	06	07	08				
Timing	G = 25.0	G = 45.0	G =	G =	G = 40.0	G =	G =	G =				
	Y = 7	Y = 7	Y =	Y =	Y = 6.5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	41	1232			1367	58				160		54
Lane Group Capacity	396	2093			1223	1116				1031		867
v/c Ratio	0.10	0.59			1.12	0.05				0.16		0.06
Green Ratio	0.59	0.59			0.34	0.70				0.31		0.55
Uniform Delay d ₁	20.3	16.8			42.8	5.9				32.9		13.8
Delay Factor k	0.11	0.18			0.50	0.11				0.11		0.11
Incremental Delay d ₂	0.1	0.4			64.5	0.0				0.1		0.0
PF Factor	1.000	1.000			1.000	1.000				1.000		1.000
Control Delay	20.4	17.2			107.2	5.9				33.0		13.8
Lane Group LOS	C	B			F	A				C		B
Approach Delay	17.3			103.1						28.2		
Approach LOS	B			F						C		
Intersection Delay	60.1			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + Lyons					
Agency or Co.						Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	AM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	1	2	2	1	2	2	1	3	1	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	228	1235	244	199	1355	327	382	236	290	1291	423	337
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	60	0	0	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	SB Only	Thru & RT	08		
Timing	G = 10.0	G = 4.0	G = 58.0	G =			G = 20.0	G = 20.0	G = 13.0	G =		
	Y = 7.5	Y = 0	Y = 7.5	Y =			Y = 7.5	Y = 0	Y = 7.5	Y =		
Duration of Analysis (hrs) = 0.25						Cycle Length C = 155.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	240	1300	194	209	1426	281	402	248	242	1359	445	292
Lane Group Capacity	222	1327	873	457	1419	1195	443	297	429	1446	397	516
v/c Ratio	1.08	0.98	0.22	0.46	1.00	0.24	0.91	0.84	0.56	0.94	1.12	0.57
Green Ratio	0.06	0.37	0.55	0.14	0.40	0.75	0.13	0.08	0.27	0.31	0.21	0.33
Uniform Delay d ₁	72.5	47.9	17.8	61.4	46.5	5.7	66.6	69.9	48.6	52.4	61.0	43.2
Delay Factor k	0.50	0.48	0.11	0.11	0.50	0.11	0.43	0.37	0.16	0.45	0.50	0.16
Incremental Delay d ₂	83.6	19.9	0.1	0.7	25.1	0.1	22.2	18.3	1.7	12.2	82.2	1.5
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	156.1	67.8	17.9	62.1	71.6	5.8	88.8	88.2	50.3	64.5	143.2	44.6
Lane Group LOS	F	E	B	E	E	A	F	F	D	E	F	D
Approach Delay	74.5			60.9			78.2			78.5		
Approach LOS	E			E			E			E		
Intersection Delay	72.3			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	Simmons & White, Inc.					Intersection	Boynton Beach + Lyons					
Agency or Co.						Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	1	2	2	1	2	2	1	3	1	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	273	1193	163	288	1033	809	176	733	311	667	406	202
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	60	0	0	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 14.0	G = 7.0	G = 54.0	G =	G = 15.0	G = 2.0	G = 38.0	G =				
	Y = 7.5	Y = 0	Y = 7.5	Y =	Y = 7.5	Y = 0	Y = 7.5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	287	1256	108	303	1087	788	185	772	264	702	427	149
Lane Group Capacity	301	1197	757	574	1352	920	322	842	732	692	466	608
v/c Ratio	0.95	1.05	0.14	0.53	0.80	0.86	0.57	0.92	0.36	1.01	0.92	0.25
Green Ratio	0.09	0.34	0.48	0.18	0.38	0.58	0.09	0.24	0.46	0.15	0.25	0.38
Uniform Delay d ₁	72.7	53.0	23.4	59.6	44.2	27.9	69.4	59.5	27.7	67.8	58.4	33.5
Delay Factor k	0.46	0.50	0.11	0.13	0.35	0.39	0.17	0.44	0.11	0.50	0.43	0.11
Incremental Delay d ₂	39.4	40.0	0.1	0.9	3.6	8.1	2.5	14.7	0.3	37.9	22.9	0.2
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	112.1	93.0	23.5	60.6	47.8	36.0	71.9	74.2	28.0	105.6	81.2	33.7
Lane Group LOS	F	F	C	E	D	D	E	E	C	F	F	C
Approach Delay	91.7			45.3			63.9			89.1		
Approach LOS	F			D			E			F		
Intersection Delay	69.8			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. <i>Simmons & White, Inc.</i> Date Performed Time Period <input type="text" value="AM Peak"/>						Intersection <i>BBB & Tumpike (West)</i> Area Type <i>All other areas</i> Jurisdiction <i>Palm Beach County</i> Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3		0	3		0	1		1		1
Lane Group	L	T			LT			LT		L		R
Volume (vph)	582	2135		0	1881		140	0		0		0
% Heavy Vehicles	2	2		2	2		2	2		2		2
PHF	0.95	0.95		0.95	0.95		0.95	0.95		0.95		0.95
Pretimed/Actuated (P/A)	A	A		A	A		A	A		A		A
Startup Lost Time	2.0	2.0			2.0			2.0		2.0		2.0
Extension of Effective Green	2.0	2.0			2.0			2.0		2.0		2.0
Arrival Type	3	3			3			3		3		3
Unit Extension	3.0	3.0			3.0			3.0		3.0		3.0
Ped/Bike/RTOR Volume	0	0		0	0		0	0		0	0	0
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0			0		0		0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NB Only	SB Only	07	08				
Timing	G = 43.0	G = 59.0	G =	G =	G = 17.0	G = 10.0	G =	G =				
	Y = 7	Y = 7	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 155.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	613	2247			1980			147		0		0
Lane Group Capacity	539	3568			1931			195		114		102
v/c Ratio	1.14	0.63			1.03			0.75		0.00		0.00
Green Ratio	0.70	0.70			0.38			0.11		0.06		0.06
Uniform Delay d ₁	28.5	12.3			48.0			67.0		67.8		67.8
Delay Factor k	0.50	0.21			0.50			0.31		0.11		0.11
Incremental Delay d ₂	82.5	0.4			27.2			15.3		0.0		0.0
PF Factor	1.000	1.000			1.000			1.000		1.000		1.000
Control Delay	111.0	12.6			75.2			82.3		67.8		67.8
Lane Group LOS	F	B			E			F		E		E
Approach Delay	33.7			75.2			82.3					
Approach LOS	C			E			F					
Intersection Delay	51.6			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	BGK					Intersection	BBB & Tumpike (West)					
Agency or Co.	Simmons & White, Inc.					Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3		0	3		0	1		1		1
Lane Group	L	T			LT			LT		L		R
Volume (vph)	284	2236		0	2236		121	0		0		0
% Heavy Vehicles	2	2		2	2		2	2		2		2
PHF	0.95	0.95		0.95	0.95		0.95	0.95		0.95		0.95
Pretimed/Actuated (P/A)	A	A		A	A		A	A		A		A
Startup Lost Time	2.0	2.0			2.0			2.0		2.0		2.0
Extension of Effective Green	2.0	2.0			2.0			2.0		2.0		2.0
Arrival Type	3	3			3			3		3		3
Unit Extension	3.0	3.0			3.0			3.0		3.0		3.0
Ped/Bike/RTOR Volume	0	0		0	0		0	0		0	0	0
Lane Width	12.0	12.0			12.0			12.0		12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0			0		0		0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NB Only	SB Only	07	08				
Timing	G = 25.0	G = 80.0	G =	G =	G = 18.0	G = 11.0	G =	G =				
	Y = 7	Y = 7	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	299	2354			2354			127		0		0
Lane Group Capacity	324	3552			2537			200		122		109
v/c Ratio	0.92	0.66			0.93			0.63		0.00		0.00
Green Ratio	0.70	0.70			0.50			0.11		0.07		0.07
Uniform Delay d ₁	56.1	13.4			37.3			67.9		69.4		69.4
Delay Factor k	0.44	0.24			0.44			0.22		0.11		0.11
Incremental Delay d ₂	30.9	0.5			6.7			6.5		0.0		0.0
PF Factor	1.000	1.000			1.000			1.000		1.000		1.000
Control Delay	87.0	13.9			44.0			74.3		69.4		69.4
Lane Group LOS	F	B			D			E		E		E
Approach Delay	22.1			44.0			74.3					
Approach LOS	C			D			E					
Intersection Delay	33.5			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	BGK					Intersection	BBB & Turnpike (East)					
Agency or Co.	Simmons & White, Inc.					Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	AM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3		1	3	1	1	1		2	1	0
Lane Group	L	T		L	T	R	L	LT		L	TR	
Volume (vph)	25	2632		282	2751	19	256	3		30	5	24
% Heavy Vehicles	2	2		2	2	2	2	2		2	2	0
PHF	0.95	0.95		0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A		A	A	A	A	A		A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3	3	3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0		0	0	10
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	EW Perm	04	SB Only	NB Only	07	08				
Timing	G = 10.0	G = 7.0	G = 84.0	G =	G = 10.0	G = 15.0	G =	G =				
	Y = 7.5	Y = 0	Y = 7.5	Y =	Y = 7	Y = 7	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 155.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	26	2771		297	2896	20	135	137		32	20	
Lane Group Capacity	162	2750		328	2979	1108	171	172		222	108	
v/c Ratio	0.16	1.01		0.91	0.97	0.02	0.79	0.80		0.14	0.19	
Green Ratio	0.61	0.54		0.70	0.59	0.70	0.10	0.10		0.06	0.06	
Uniform Delay d ₁	32.2	35.5		54.3	30.8	7.1	68.5	68.5		68.5	68.6	
Delay Factor k	0.11	0.50		0.43	0.48	0.11	0.34	0.34		0.11	0.11	
Incremental Delay d ₂	0.5	19.0		27.3	10.8	0.0	21.6	22.5		0.3	0.8	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	32.6	54.5		81.6	41.6	7.1	90.0	91.0		68.8	69.5	
Lane Group LOS	C	D		F	D	A	F	F		E	E	
Approach Delay	54.3			45.1			90.5			69.0		
Approach LOS	D			D			F			E		
Intersection Delay	51.3			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	BGK					Intersection	BBB & Turnpike (East)					
Agency or Co.	Simmons & White, Inc.					Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3		1	3	1	1	1		2	1	0
Lane Group	L	T		L	T	R	L	LT		L	TR	
Volume (vph)	37	2439		280	2566	65	536	9		61	14	19
% Heavy Vehicles	2	2		2	2	2	2	2		2	2	0
PHF	0.95	0.95		0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A		A	A	A	A	A		A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3	3	3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0		0	0	60	0	0		0	0	10
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	EW Perm	04			SB Only	NB Only	07		08	
Timing	G = 10.0	G = 4.0	G = 80.0	G =			G = 10.0	G = 27.0	G =		G =	
	Y = 7.5	Y = 0	Y = 7.5	Y =			Y = 7	Y = 7	Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	39	2567		295	2701	5	282	291		64	24	
Lane Group Capacity	158	2537		285	2664	1004	299	300		215	111	
v/c Ratio	0.25	1.01		1.04	1.01	0.00	0.94	0.97		0.30	0.22	
Green Ratio	0.56	0.50		0.63	0.52	0.63	0.17	0.17		0.06	0.06	
Uniform Delay d ₁	34.1	40.0		57.6	38.0	10.7	65.7	66.1		71.6	71.3	
Delay Factor k	0.11	0.50		0.50	0.50	0.11	0.46	0.48		0.11	0.11	
Incremental Delay d ₂	0.8	20.8		62.7	21.0	0.0	37.1	43.7		0.8	1.0	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	34.9	60.8		120.4	59.0	10.7	102.9	109.8		72.4	72.3	
Lane Group LOS	C	E		F	E	B	F	F		E	E	
Approach Delay	60.4			64.9			106.4			72.4		
Approach LOS	E			E			F			E		
Intersection Delay	66.9			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	BGK					Intersection	Boynton Beach Blvd & Hagen					
Agency or Co.	Simmons & White, Inc.					Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	AM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	261	1625	419	284	2062	52	518	76	233	98	386	512
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	60	0	0	0	0	0	60	0	0	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	WB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 15.0	G = 5.0	G = 61.0	G =	G = 10.0	G = 10.0	G = 24.0	G =				
	Y = 7.5	Y = 0	Y = 7.5	Y =	Y = 7.5	Y = 0	Y = 7.5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 155.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	275	1711	378	299	2171	55	545	80	182	103	406	476
Lane Group Capacity	333	1997	980	610	2161	1083	610	778	705	222	549	475
v/c Ratio	0.83	0.86	0.39	0.49	1.00	0.05	0.89	0.10	0.26	0.46	0.74	1.00
Green Ratio	0.10	0.39	0.62	0.18	0.43	0.68	0.18	0.22	0.45	0.06	0.15	0.30
Uniform Delay d ₁	68.7	43.0	14.8	57.4	44.5	8.0	62.3	48.3	27.0	69.9	62.5	54.3
Delay Factor k	0.36	0.39	0.11	0.11	0.50	0.11	0.42	0.11	0.11	0.11	0.30	0.50
Incremental Delay d ₂	15.6	3.9	0.3	0.6	20.5	0.0	15.6	0.1	0.2	1.5	5.3	41.8
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	84.3	46.9	15.0	58.1	65.0	8.0	77.9	48.4	27.2	71.4	67.8	96.1
Lane Group LOS	F	D	B	E	E	A	E	D	C	E	E	F
Approach Delay	46.2			62.9			63.5			81.8		
Approach LOS	D			E			E			F		
Intersection Delay	59.9			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	BGK					Intersection	Boynton Beach Blvd & Hagen					
Agency or Co.	Simmons & White, Inc.					Area Type	All other areas					
Date Performed						Jurisdiction	Palm Beach County					
Time Period	PM Peak					Analysis Year						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	453	1985	397	253	1706	136	575	264	384	155	120	129
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	60	0	0	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EB Only	Thru & RT	04			Excl. Left	NB Only	Thru & RT	08		
Timing	G = 20.0	G = 6.0	G = 66.0	G =			G = 14.0	G = 12.0	G = 12.0		G =	
	Y = 7.5	Y = 0	Y = 7.5	Y =			Y = 7.5	Y = 0	Y = 7.5		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	477	2089	355	266	1796	80	605	278	341	163	126	73
Lane Group Capacity	720	2283	1118	430	2093	866	720	532	510	301	266	524
v/c Ratio	0.66	0.92	0.32	0.62	0.86	0.09	0.84	0.52	0.67	0.54	0.47	0.14
Green Ratio	0.21	0.45	0.71	0.13	0.41	0.55	0.21	0.15	0.32	0.09	0.08	0.33
Uniform Delay d ₁	58.1	41.1	8.9	66.4	42.7	17.3	60.7	62.7	46.9	69.9	71.0	37.5
Delay Factor k	0.24	0.43	0.11	0.20	0.39	0.11	0.38	0.13	0.24	0.14	0.11	0.11
Incremental Delay d ₂	2.3	6.3	0.2	2.7	3.8	0.0	8.8	0.9	3.4	2.0	1.3	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	60.3	47.5	9.1	69.1	46.6	17.3	69.5	63.7	50.2	71.9	72.3	37.6
Lane Group LOS	E	D	A	E	D	B	E	E	D	E	E	D
Approach Delay	44.9			48.3			62.8			65.1		
Approach LOS	D			D			E			E		
Intersection Delay	50.4			Intersection LOS						D		

APPENDIX E

SIGNAL TIMING SHEETS

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: BOYNTON BEACH BLVD & SR7/US 441 (TEMPORARY)	CONTROLLER TYPE: NAZTEC	
SIGNAL # 46010	SYSTEM # 3985	

PHASE NUMBER	BOUND	TIMING INTERVAL											PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL			
1	NBLT	4.0	2.0	15.0	15.0	5.5	2.0	0.0	0.0	0	0		1	0	L1=NORMAL
2	SB	20.0	4.0	55.0	55.0	5.5	2.0	7.0	24.0	1	1		1	1	ADV NORMAL
3	EBLT	4.0	2.0	10.0	10.0	5.0	3.0	0.0	0.0	0	0		1	0	L3=NORMAL
4	WB	6.0	2.0	15.0	15.0	5.0	3.0	7.0	37.0	0	0		1	0	L4=NORMAL L4R=D/N(10)
5	SBLT	4.0	2.0	30.0	15.0	5.5	2.0	0.0	0.0	0	1		1	0	L5=NORMAL
6	NB	20.0	4.0	55.0	55.0	5.5	2.0	0.0	0.0	1	1		1	1	ADV NORMAL
7	WBLT	4.0	2.0	20.0	20.0	5.0	3.0	0.0	0.0	0	0		1	0	L7=NORMAL
8	EB	6.0	2.0	10.0	10.0	5.0	3.0	0.0	0.0	0	0		1	0	L8=NORMAL L8R=D/N(10)

PRE-EMPTION TIMING									SPECIAL FUNCTIONS					
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	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	2,4,6,8	3	2,6	4,8	
BRIDGE									Notes: 1. REFER TO SYSTEM TIMING PLANS					
FIRE STN									2. TEMPORARY TIMING DUE TO MLED LOOPS					
BUS									3.					
									4.					
TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E.			DATE: 1/23/2019			APPROVED BY: LEE GAO, P.E PTOE			DATE:					

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & SR7/US 441 (TEMPORARY)	CONTROLLER TYPE:	NAZTEC
SYSTEM:		SIGNAL #:	46010
		SYSTEM #:	3985

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	21	6:30	100	0:00	21			0:00	21		
9:00	21	15:00	100								
20:00	21										

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)													
OFFSET (SEC)													
COORDINATED PHASE													
SEQUENCE													
ALT TIMING PLAN													
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	NBLT		NON		NON		NON		NON		NON		NON
FORCE-OFF 2 (SEC)	SB		MAX		MAX		MAX		MAX		MAX		MAX
FORCE-OFF 3 (SEC)	EBLT		NON		NON		NON		NON		NON		NON
FORCE-OFF 4 (SEC)	WB		NON		NON		NON		NON		NON		NON
FORCE-OFF 5 (SEC)	SBLT		NON		NON		NON		NON		NON		NON
FORCE-OFF 6 (SEC)	NB		MAX		MAX		MAX		MAX		MAX		MAX
FORCE-OFF 7 (SEC)	WBLT		NON		NON		NON		NON		NON		NON
FORCE-OFF 8 (SEC)	EB		NON		NON		NON		NON		NON		NON
Special Features:													
1)		MAX 2 ENABLED ON PATTERN 21											
2)													
3)													
TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E.										DATE:			
APPROVED BY: LEE GAO, P.E. PTOE										DATE:		8/7/19	

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & SOMERSET CANYON C.S.	CONTROLLER TYPE:	NAZTEC
SIGNAL #	46013	SYSTEM #	3988

PHASE NUMBER	BOUND	TIMING INTERVAL													
		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	DETECTOR SETTINGS
1	EBLT	4.0	2.0	25.0	15.0	5.0	2.0	0.0	0.0	0			1	0	OD1 = NORMAL
2	WB	20.0	4.0	45.0	35.0	5.0	2.0	7.0	26.0	1			1	1	OD2 = NORMAL
3	SB	4.0	4.0	40.0	40.0	4.0	2.5	0.0	0.0	0			1	0	OD3 = NORMAL OD3R = D/N (10)
4	PED	0.0	0.0	41.0	41.0	5.0	2.0	7.0	34.0	0			1	0	
5	WBLT	4.0	2.0	15.0	15.0	5.0	2.0	0.0	0.0	0			1	0	OD5 = NORMAL
6	EB	20.0	4.0	45.0	35.0	5.0	2.0	0.0	0.0	1			1	1	OD6 = NORMAL
7													0		
8													0		

PRE-EMPTION TIMING									SPECIAL FUNCTIONS					
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Ⓟ	TRACK CLR GREEN	DWELL Ⓟ	MIN DWELL	EXIT Ⓟ	START Ⓟ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
R/R									2,6	2,6	1,5	2,6	3	
BRIDGE									Notes: 1. UPDATE SCHOOL SCHEDULE 2019-2020					
FIRE STN									2. SIGNAL TO OPERATE AS A FLASHER EXCEPT BETWEEN THE HOURS OF 06:30 TO 18:30 SCHOOL DAYS ONLY.					
BUS									3. MAX II TIMES EFFECTIVE 14:45 TO 15:30, SCHOOL DAYS					
									4.					
TIMING DESIGNED BY: RONALD TIBBETTS			DATE: 7/31/2019			APPROVED BY: SCOTT ORNITZ, P.E.						DATE: 8/31/19		

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & LYONS RD	CONTROLLER TYPE:	HAZTEC
SIGNAL #	46015	SYSTEM #	3990

PHASE NUMBER	BOUND	TIMING INTERVAL													
		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	DETECTOR SETTINGS
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	55.0		5.0	2.0	7.0	27.0	1			1	1	L2=NORMAL L2R=NORMAL
3	SBLT	4.0	3.0	50.0		5.0	2.5	0.0	0.0	0			1	0	L3=NORMAL
4	NB	6.0	3.0	30.0		5.0	2.5	7.0	39.0	0			1	0	L4=NORMAL L4R=D/N(10)
5	WBLT	4.0	2.0	20.0		5.0	2.0	0.0	0.0	0			1	0	L5=NORMAL
6	EB	20.0	4.0	55.0		5.0	2.0	7.0	31.0	1			1	1	L6=NORMAL L6R=NORMAL
7	NBLT	4.0	2.0	15.0		5.0	2.5	0.0	0.0	0			1	0	L7=NORMAL
8	SB	6.0	3.0	30.0		5.0	2.5	7.0	40.0	0			1	0	L8=NORMAL

PRE-EMPTION TIMING									SPECIAL FUNCTIONS					
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXT Φ	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
R/R									2,6	2,4,6,8	NO	2,6	4,8	
BRIDGE									Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS					
FIRE STN									2. UPDATED RED CLEARANCE, SPLIT PATTERN 3, & ALT TABLES					
BUS									3. UPDATED SPLIT PATTERN 3					
									4.					
TIMING DESIGNED BY: RONALD TIBBETTS			DATE: 3/27/2019			APPROVED BY: LEE GAO, P.E. PTOE			DATE: 3/28/19					

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & LYONS RD	CONTROLLER TYPE:	NAZTEC
SYSTEM:		SIGNAL #	46015
		SYSTEM #	3990

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	9:00	1	0:00	100	9:00	1
7:00	21	8:10	2	20:00	100			20:00	100		
9:00	1	16:00	3								
19:00	4	22:00	100								

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		155		155		160		120					
OFFSET (SEC)		121		121		92		113					
COORDINATED PHASE		6		6		6		2					
SEQUENCE		10		10		15		7					
ALT TIMING PLAN		1		2		3		4					
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	EBLT	20	NON	19	NON	17	NON	18	NON				
FORCE-OFF 2 (SEC)	WB	49	MAX	54	MAX	58	MAX	61	MAX				
FORCE-OFF 3 (SEC)	SBLT	36	NON	57	NON	35	NON	20	NON				
FORCE-OFF 4 (SEC)	NB	50	NON	25	NON	50	NON	21	NON				
FORCE-OFF 5 (SEC)	WBLT	24	NON	26	NON	24	NON	20	NON				
FORCE-OFF 6 (SEC)	EB	45	MAX	47	MAX	51	MAX	59	MAX				
FORCE-OFF 7 (SEC)	NBLT	30	NON	27	NON	25	NON	20	NON				
FORCE-OFF 8 (SEC)	SB	56	NON	55	NON	60	NON	21	NON				
Special Features:													
1)													
2)													
3)													
TIMING DESIGNED BY: RONALD TIBBETTS										DATE: 3/27/2019			
APPROVED BY: LEE GAO, P.E PTOE										DATE: 3/28/2019			

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: BOYNTON BEACH BLVD & LYONS RD											SIGNAL # 46015					SYSTEM # 3990					
	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	55.0	37.0	5.0	2.0	7.0	27.0	2		2	20.0	4.0	55.0	37.0	5.0	2.0	7.0	27.0	2	
3	4.0	3.0	50.0	25.0	5.0	2.5	0.0	0.0	3		3	4.0	3.0	50.0	25.0	5.0	2.5	0.0	0.0	3	
4	6.0	3.0	45.0	22.0	5.0	2.5	7.0	39.0	4		4	6.0	3.0	30.0	25.0	5.0	2.5	7.0	39.0	4	
5	4.0	2.0	20.0	18.0	5.0	2.0	0.0	0.0	5		5	4.0	2.0	20.0	22.0	5.0	2.0	0.0	0.0	5	
6	20.0	4.0	55.0	37.0	5.0	2.0	7.0	31.0	6		6	20.0	4.0	55.0	37.0	5.0	2.0	7.0	31.0	6	
7	4.0	2.0	30.0	9.0	5.0	2.5	0.0	0.0	7		7	4.0	2.0	25.0	8.0	5.0	2.5	0.0	0.0	7	
8	6.0	3.0	48.0	22.0	5.0	2.5	7.0	40.0	8		8	6.0	3.0	48.0	25.0	5.0	2.5	7.0	40.0	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	55.0	37.0	5.0	2.0	7.0	27.0	2		2	20.0	4.0	55.0	37.0	5.0	2.0	7.0	27.0	2	
3	4.0	3.0	50.0	21.0	5.0	2.5	0.0	0.0	3		3	4.0	3.0	50.0	10.0	5.0	2.5	0.0	0.0	3	
4	6.0	3.0	45.0	17.0	5.0	2.5	7.0	39.0	4		4	6.0	3.0	30.0	12.0	5.0	2.5	7.0	39.0	4	
5	4.0	2.0	20.0	14.0	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	55.0	37.0	5.0	2.0	7.0	31.0	6		6	20.0	4.0	55.0	37.0	5.0	2.0	7.0	31.0	6	
7	4.0	2.0	25.0	26.0	5.0	2.5	0.0	0.0	7		7	4.0	2.0	20.0	8.0	5.0	2.5	0.0	0.0	7	
8	6.0	3.0	48.0	17.0	5.0	2.5	7.0	40.0	8		8	6.0	3.0	30.0	12.0	5.0	2.5	7.0	40.0	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 1											ALT TIMING PLAN 2										
1											ALT TIMING PLAN 1	PATTERN 1 & PREEMPT									
2											ALT TIMING PLAN 2	PATTERN 2 & PREEMPT									
3											ALT TIMING PLAN 3	PATTERN 3 & PREEMPT									
4											ALT TIMING PLAN 4	PATTERN 4 & PREEMPT									
5											ALT TIMING PLAN 5										
6																					
7																					
8																					

NOTES:

TIMING DESIGNED BY: RONALD TIBBETTS DATE: 3/27/2019
 APPROVED BY: LEE GAO, P.E. PTOE DATE: 3/28/2019

46017 : 3993 - Boynton Beach and Acme Dairy (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		29		22		33								
Min Green	4	20		6	4	20		6	5	5	5	5	5	5	5	5
Passage	2	4		3	2	4		2	1	1	1	1	1	1	1	1
Max1	15	50		50	30	50		25	25	25	25	25	25	25	25	25
Max2									50	50	50	50	50	50	50	50
Yellow	5	5		4	5	5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2		2.5	2	2		3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call		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	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EBL1)	2 (WBT1)	3 (WBT2)	4 (WBT3)	5 (NBL1)	6 (NBT1)	7 (NBR1)	8 (WBL1)	9 (EBT1)	10 (EBT2)	11 (EBT3)	12 (EBR1)	13 (SBL1)	14 (SBT1)	15	16
Call Phase	1	2	2	2	4	4	4	5	6	6	6	6	8	8		
Switch Phase	6							2								
Delay Time						10	10							5		

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										5	5					5
Switch Phase																
Delay Time																10

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	5															
Switch Phase																
Delay Time	10															

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																
Switch Phase																
Delay Time																

Approved By: Vlad

Palm Beach County



Date: 11-15-17

46017 : 3993 - Boynton Beach and Acme Dairy (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	9	16	19	22										
Minute		30														
Action	100	2	1	3	4	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	20													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	20													
Minute																
Action	100	1	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	155	155	160	120												
Offset Time	151	151	127	71												
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																
Ph Time Alt	1	2	3	4												

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	16	70		49	25	61		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	65		55	30	50		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	76		49	36	55		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	65		20	19	61		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 5	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									
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									
Coord-Ph		ON														

Approved By: Vlad 

Date: 11-15-17

46020 : 3995 - Boynton Beach Bl and FL Turnpike W (Special 1 File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		5								
Ped Clearance		13				5		27								
Min Green	4	20				20	6	6								
Passage	4	4				4	2	2								
Max1	60	60				60	25	15								
Max2																
Yellow	5	5				5	4	4								
Red	2	2				2	2	2								

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON				ON	ON	ON								
Auto Entry								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										
Sim Gap Enable									ON							
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EBL1)	2 (WBT1)	3 (WBT2)	4 (WBT3)	5 (EBT1)	6 (EBT2)	7 (EBT3)	8 (NBL1)	9 (SBT1)	10	11	12	13	14	15	16
Call Phase	1	2	2	2	6	6	6	7	8							
Switch Phase	6															
Delay Time																

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																
Switch Phase																
Delay Time																

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																
Switch Phase																
Delay Time																

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																
Switch Phase																
Delay Time																

Approved By: Stephen Shreve



Date: 10/8/15

46020 : 3995 - Boynton Beach Bl and FL Turnpike W (Special 1 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	7	8	9	16	19	22								
Minute		30	30													
Action	100	2	5	2	1	3	4	100								

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	20													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	20													
Minute																
Action	100	1	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	155	155	160	120	155											
Offset Time	84	84	58	38	84											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seg Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt	1	2	3	4	5											

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	38	74		43		112	27	16								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	62	50		43		112	27	16								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	82		51		109	33	18								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	56		42		78	26	16								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	67	45		43		112	27	16								
Mode	NON	MAX	NON	NON	NON	MAX	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									
Coord-Ph		ON														

Approved By: Stephen Shreve 

Date: 10/8/15

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION: BOYNTON BEACH BLVD & FL TURNPIKE E/ORCHID GROVE TR	CONTROLLER TYPE: NAZTEC
SIGNAL # 46021	SYSTEM # 4010

PHASE NUMBER	APPROACH	MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	LOCK CALLS	NA1 RIW	DETECTOR SETTINGS
	INTERVAL														
1	EBLT	4.0	2.0	15.0		5.5	2.0	0.0	0.0	0			0		L1=NORMAL
2	WB	20.0	4.0	60.0		5.5	2.0	7.0	22.0	1			1		L2=NORMAL L2R=NORMAL
3	SB	6.0	2.0	20.0		4.0	3.0	0.0	0.0	0			0		L3=NORMAL
4	NB	6.0	2.0	25.0		4.0	3.0	7.0	35.0	0			0		L4=NORMAL
5	WBLT	4.0	2.0	25.0		5.5	2.0	0.0	0.0	0			0		L5=NORMAL
6	EB	20.0	4.0	60.0		5.5	2.0	7.0	17.0	1			1		L6=NORMAL
7															
8															

PRE-EMPTION TIMING							SPECIAL FUNCTIONS				
FIRE PRE-EMPTION	GREEN BEFORE	TRACK CLR	TRACK CLR PHASE	MIN DWELL	DWELL PHASE	EXIT PHASE	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
	5.0	50.0	4		2,6	4					
COMMENTS							TIMING DESIGNED BY: J. ROBERTS			DATE:	11/1/2017
							APPROVED BY: L. GAO, P.E., PTOE 			DATE:	11/2/2017

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & FL TURNPIKE E/ORCHID GROVE TR	CONTROLLER TYPE:	NAZTEC
SYSTEM:	BOYNTON BEACH BLVD	INTERSECTION #	46021
		SYSTEM #	4010

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	9:00	1	0:00	100	9:00	1
9:00	1	16:00	3	20:00	100			20:00	100		
19:00	4	22:00	100								

TIMING PLANS													
DIAL		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		155		155		160		120					
OFFSET (SEC)		16		141		106		0					
COORDINATED PHASE		2		2		2		2					
SEQUENCE		1		1		1		1					
		SPLIT	MODE										
FORCE-OFF 1 (SEC)	EBLT	20	NON	20	NON	20	NON	20	NON				
FORCE-OFF 2 (SEC)	WB	80	MAX	85	MAX	75	MAX	55	MAX				
FORCE-OFF 3 (SEC)	SB	25	NON	20	NON	20	NON	22	NON				
FORCE-OFF 4 (SEC)	NB	30	NON	30	NON	45	NON	23	NON				
FORCE-OFF 5 (SEC)	WBLT	25	MAX	30	MAX	25	MAX	20	MAX				
FORCE-OFF 6 (SEC)	EB	75	NON	75	NON	70	NON	55	NON				
FORCE-OFF 7 (SEC)													
FORCE-OFF 8 (SEC)		55		50		65		45					

Special Features:

- 1) _____
- 2) _____
- 3) _____

TIMING DESIGNED BY:	J. ROBERTS	DATE:	11/1/2017
APPROVED BY:	L. GAO, P.E., PTOE	DATE:	11/2/2017

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & HAGEN RANCH RD	CONTROLLER TYPE:	NAZTEC
SIGNAL #	46025	SYSTEM #	4010

PHASE NUMBER	BOUND	TIMING INTERVAL													
		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	DETECTOR SETTINGS
1	EBLT	4.0	2.0	20.0	10.0	5.0	2.5	0.0	0.0	0			1	0	L1-NORMAL
2	WB	20.0	4.0	60.0	40.0	5.0	2.5	7.0	25.0	1			1	1	L2-NORMAL
3	SBLT	4.0	2.0	20.0	10.0	4.5	3.0	0.0	0.0	0			1	0	L3-NORMAL
4	NB	6.0	3.0	25.0	15.0	4.5	3.0	7.0	31.0	0			1	0	L4-NORMAL L4R-D/N(5)
5	WBLT	4.0	2.0	30.0	10.0	5.0	2.5	0.0	0.0	0			1	0	L5-NORMAL
6	EB	20.0	4.0	60.0	40.0	5.0	2.5	7.0	24.0	1			1	1	L6-NORMAL
7	NBLT	4.0	3.0	30.0	10.0	4.5	3.0	0.0	0.0	0			1	0	L7-NORMAL
8	SB	6.0	3.0	25.0	15.0	4.5	3.0	7.0	30.0	0			1	0	L8-NORMAL L8R-D/N(5)

PRE-EMPTION TIMING									SPECIAL FUNCTIONS								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Ⓞ	TRACK CLR GREEN	DWELL Ⓞ	MIN DWELL	EXIT Ⓞ	START Ⓞ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH				
R/R									2,6	2,4,6,8	NO	2,6	4,8				
BRIDGE									Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS								
FIRE STN									2. UPDATED R+Y CLEARANCES, PATTERNS & ALT TABLES								
BUS									3.								
									4.								
TIMING DESIGNED BY:			RONALD TIBBETTS			DATE:			1/25/2019			APPROVED BY:			SCOTT ORNITZ, P.E.		
												DATE: 1/30/19					

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	BOYNTON BEACH BLVD & HAGEN RANCH RD	CONTROLLER TYPE:	NAZTEC
SYSTEM:	BOYNTON BEACH BLVD	SIGNAL #	46025
		SYSTEM #	4010

TOD SCHEDULER											
WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	21	6:30	2	0:00	21	9:00	1	0:00	21	9:00	1
9:00	1	16:00	3	20:00	100			20:00	100		
19:00	4	22:00	100								

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		155		155		160		120					
OFFSET (SEC)		48		39		14		66					
COORDINATED PHASE		2		2		2		2					
SEQUENCE		7		7		11		9					
ALT TIMING PLAN		1		2		3		4					
		SPLIT	MODE										
FORCE-OFF 1 (SEC)	EBLT	29	NON	29	NON	28	NON	22	NON				
FORCE-OFF 2 (SEC)	WB	58	MAX	52	MAX	50	MAX	44	MAX				
FORCE-OFF 3 (SEC)	SBLT	25	NON	28	NON	23	NON	27	NON				
FORCE-OFF 4 (SEC)	NB	43	NON	46	NON	59	NON	27	NON				
FORCE-OFF 5 (SEC)	WBLT	31	NON	28	NON	25	NON	25	NON				
FORCE-OFF 6 (SEC)	EB	56	MAX	53	MAX	53	MAX	41	MAX				
FORCE-OFF 7 (SEC)	NBLT	37	NON	28	NON	36	NON	30	NON				
FORCE-OFF 8 (SEC)	SB	31	NON	46	NON	46	NON	24	NON				

Special Features:

- 1) PATTERN 21 MAX2
- 2)
- 3)

TIMING DESIGNED BY:	RONALD TIBBETTS	DATE:	1/25/2019
APPROVED BY:	SCOTT ORNITZ, P.E.	DATE:	1/27/19

(9)

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: BOYNTON BEACH BLVD & HAGEN RANCH RD											SIGNAL # 46025					SYSTEM # 4010					
	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	25.0	13.0	5.0	2.5	0.0	0.0	1		1	4.0	2.0	25.0	15.0	5.0	2.5	0.0	0.0	1	
2	20.0	4.0	60.0	40.0	5.0	2.5	7.0	25.0	2		2	20.0	4.0	60.0	40.0	5.0	2.5	7.0	25.0	2	
3	4.0	2.0	20.0	12.0	4.5	3.0	0.0	0.0	3		3	4.0	2.0	20.0	12.0	4.5	3.0	0.0	0.0	3	
4	6.0	3.0	35.0	30.0	4.5	3.0	7.0	31.0	4		4	6.0	3.0	40.0	30.0	4.5	3.0	7.0	31.0	4	
5	4.0	2.0	30.0	14.0	5.0	2.5	0.0	0.0	5		5	4.0	2.0	30.0	13.0	5.0	2.5	0.0	0.0	5	
6	20.0	4.0	60.0	40.0	5.0	2.5	7.0	24.0	6		6	20.0	4.0	60.0	40.0	5.0	2.5	7.0	24.0	6	
7	4.0	3.0	30.0	18.0	4.5	3.0	0.0	0.0	7		7	4.0	3.0	30.0	14.0	4.5	3.0	0.0	0.0	7	
8	6.0	3.0	25.0	30.0	4.5	3.0	7.0	30.0	8		8	6.0	3.0	40.0	30.0	4.5	3.0	7.0	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	20.0	15.0	5.0	2.5	0.0	0.0	1		1	4.0	2.0	20.0	12.0	5.0	2.5	0.0	0.0	1	
2	20.0	4.0	60.0	40.0	5.0	2.5	7.0	25.0	2		2	20.0	4.0	60.0	40.0	5.0	2.5	7.0	25.0	2	
3	4.0	2.0	20.0	15.0	4.5	3.0	0.0	0.0	3		3	4.0	2.0	20.0	13.0	4.5	3.0	0.0	0.0	3	
4	6.0	3.0	55.0	25.0	4.5	3.0	7.0	31.0	4		4	6.0	3.0	25.0	20.0	4.5	3.0	7.0	31.0	4	
5	4.0	2.0	30.0	14.0	5.0	2.5	0.0	0.0	5		5	4.0	2.0	35.0	13.0	5.0	2.5	0.0	0.0	5	
6	20.0	4.0	60.0	40.0	5.0	2.5	7.0	24.0	6		6	20.0	4.0	60.0	40.0	5.0	2.5	7.0	24.0	6	
7	4.0	3.0	30.0	15.0	4.5	3.0	0.0	0.0	7		7	4.0	3.0	30.0	14.0	4.5	3.0	0.0	0.0	7	
8	6.0	3.0	40.0	25.0	4.5	3.0	7.0	30.0	8		8	6.0	3.0	25.0	20.0	4.5	3.0	7.0	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										
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	1/25/2019
APPROVED BY:	SCOTT ORNITZ, P.E.	DATE	1/26/19

APPENDIX F

MAJOR PROJECT SHEETS FROM TPS DATABASE

A **B** **C** **D** **E** **F** **G** **H** **I** **J** **K** **L** **M** **N** **O**
 Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 3/27/2018 Report Created
 N-S STREET: Lyons Rd CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: AM ANALYSIS YEAR: 2024
 GROWTH RATE: 4.04% PSF: 1
 SIGNAL ID: 46015

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	122	977	138	162	1125	228	224	163	191	1068	341	194		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	122	977	138	162	1125	228	224	163	191	1068	341	194		
Committed Developments														
Canyons Town Center	0	22	12	0	13	7	7	7	0	12	12	0	NR	70%
Palm Meadows AGR-PUD	8	0	0	0	0	14	0	0	0	39	0	23	Res	40%
Boynton Commons	0	8	0	1	3	1	0	0	2	2	0	0	NR	0%
Windsor Place	3	0	0	0	0	6	0	0	0	9	0	4	NR	0%
Canyon Trails	0	0	0	1	1	1	0	0	0	0	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	7	0	2	2	2	0	0	7	7	0	0	NR	63%
Somerset Academy	38	76	76	0	118	0	118	0	0	0	0	59	NR	62%
Monticello PUD	0	0	8	13	0	0	14	8	24	0	4	0	Res	0%
Valencia Cove South	0	0	1	2	0	0	2	2	3	0	1	0	Res	83%
Cobblestone Plaza MUPD	49	0	0	0	0	49	0	49	0	45	45	45	NR	0%
Bethesda West Hospital	2	4	3	0	9	0	7	0	0	0	0	6	NR	80.40%
Hagen Commercial MUPD	0	4	0	2	4	2	0	0	2	2	0	0	NR	0%
Total Committed Developments	100	121	100	21	150	82	148	66	38	116	62	137		
Total Committed Residential	8	0	9	16	1	15	16	10	27	39	5	23		
Total Committed Non-Residential	92	121	91	5	149	67	132	56	11	77	57	114		
Double Count Reduction	2	0	2	1	0	4	4	3	2	10	1	6		
Total Discounted Committed	98	121	98	20	150	78	144	63	36	106	61	131		
Historical Growth	33	262	37	43	302	61	60	44	51	286	91	52		
Comm Dev+1% Growth	106	181	106	30	219	92	158	73	48	172	82	143		
Growth Volume Used	106	262	106	43	302	92	158	73	51	286	91	143		
Total Volume	228	1239	244	205	1427	320	382	236	242	1354	432	337		

Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 3/27/2018 Report Created
 N-S STREET: Lyons Rd CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: PM ANALYSIS YEAR: 2024
 GROWTH RATE: 4.04% PSF: 1
 SIGNAL ID: 46015

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	100	999	86	182	786	499	106	544	255	419	234	40		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	100	999	86	182	786	499	106	544	255	419	234	40		
Committed Developments														
Delray TMD	0	0	2	2	0	0	2	2	2	0	2	0	NR	91.90%
Canyons Town Center	0	48	27	0	57	33	33	33	0	27	27	0	NR	70%
Palm Meadows AGR-PUD	23	0	0	0	0	40	0	0	0	25	0	14	Res	40%
Boynton Commons	0	24	0	6	29	6	0	0	5	5	0	0	NR	0%
Windsor Place	17	0	0	0	0	33	0	0	0	34	0	17	NR	0%
Canyon Trails	0	1	0	0	1	1	0	0	1	1	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	3	0	7	7	7	0	0	3	3	0	0	NR	63%
Somerset Academy	11	23	23	0	17	0	17	0	0	0	0	9	NR	62%
Monticello PUD	0	0	16	27	0	0	10	6	17	0	9	0	Res	0%
Valencia Cove South	0	0	2	4	0	0	1	1	2	0	2	0	Res	83%
Cobblestone Plaza MUPD	116	0	0	0	0	116	0	116	0	121	121	121	NR	0%
Bethesda West Hospital	6	9	7	0	4	0	3	0	0	0	0	3	NR	80.40%
Hagen Commercial MUPD	0	15	0	7	15	7	0	0	6	6	0	0	NR	0%
Total Committed Developments	173	123	77	53	130	243	66	158	36	222	161	164		
Total Committed Residential	23	1	18	31	1	41	11	7	20	26	11	14		
Total Committed Non-Residential	150	122	59	22	129	202	55	151	16	196	150	150		
Double Count Reduction	6	0	5	4	0	10	3	2	3	7	3	4		
Total Discounted Committed	167	123	72	49	130	233	63	156	33	215	158	160		
Historical Growth	27	268	23	49	211	134	28	146	68	112	63	11		
Comm Dev+1% Growth	173	184	77	60	178	264	70	189	49	241	172	162		
Growth Volume Used	173	268	77	60	211	264	70	189	68	241	172	162		
Total Volume	273	1267	163	242	997	763	176	733	323	660	406	202		

A **B** **C** **D** **E** **F** **G** **H** **I** **J** **K** **L** **M** **N** **O**
 Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 2/27/2018 Report Created
 N-S STREET: N Floridas Tpke CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: AM ANALYSIS YEAR: 2024
 GROWTH RATE: 4.47% PSF: 1
 SIGNAL ID: 46020

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	538	1788	0	0	1347	1142	81	1	213	1	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	538	1788	0	0	1347	1142	81	1	213	1	0	0		
Committed Developments														
Canyons Town Center	1	9	1	0	16	0	1	0	0	0	0	1	NR	70%
Palm Meadows AGR-PUD	0	39	0	0	14	0	0	0	0	0	0	0	Res	40%
Boynton Commons	3	12	0	1	5	0	0	3	3	0	1	1	NR	0%
Fountains East	0	24	0	2	19	4	0	0	2	5	0	0	NR	0%
Canyon Trails	0	3	0	0	1	0	0	0	0	0	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	21	0	0	6	0	0	0	0	0	0	0	NR	63%
Somerset Academy	0	45	0	0	71	0	0	0	0	0	0	0	NR	62%
Valencia Cove South	0	6	0	0	3	0	0	0	0	0	0	0	Res	83%
Cobblestone Plaza MUPD	0	45	0	0	49	0	0	0	0	0	0	0	NR	0%
Bethesda West Hospital	1	3	1	0	7	0	2	0	0	0	0	2	NR	80.40%
Boynton Beach Self Storage	0	1	0	0	0	0	0	0	0	0	0	0	NR	70%
Hagen Commercial MUPD	0	9	0	0	8	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	5	217	2	3	199	4	3	3	5	5	1	4		
Total Committed Residential	0	48	0	0	18	0	0	0	0	0	0	0		
Total Committed Non-Residential	5	169	2	3	181	4	3	3	5	5	1	4		
Double Count Reduction	0	12	0	0	5	0	0	0	0	0	0	0		
Total Discounted Committed	5	205	2	3	194	4	3	3	5	5	1	4		
Historical Growth	161	536	0	0	404	343	24	0	64	0	0	0		
Comm Dev+1% Growth	38	315	2	3	277	74	8	3	18	5	1	4		
Growth Volume Used	161	536	2	3	404	343	24	3	64	5	1	4		
Total Volume	699	2324	2	3	1751	1485	105	4	277	6	1	4		

Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 2/27/2018 Report Created
 N-S STREET: N Floridas Tpke CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: PM ANALYSIS YEAR: 2024
 GROWTH RATE: 4.47% PSF: 1
 SIGNAL ID: 46020

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	190	1606	0	0	1746	671	104	0	160	0	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	190	1606	0	0	1746	671	104	0	160	0	0	0		
Committed Developments														
Canyons Town Center	3	41	3	0	34	0	3	0	0	0	0	3	NR	70%
Palm Meadows AGR-PUD	0	25	0	0	40	0	0	0	0	0	0	0	Res	40%
Boynton Commons	8	35	0	12	44	0	0	8	9	0	10	10	NR	0%
Fountains East	0	40	0	4	44	9	0	0	4	8	0	0	NR	0%
Canyon Trails	0	2	0	0	3	0	0	0	0	0	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	8	0	0	22	0	0	0	0	0	0	0	NR	63%
Somerset Academy	0	14	0	0	11	0	0	0	0	0	0	0	NR	62%
Valencia Cove South	0	4	0	0	6	0	0	0	0	0	0	0	Res	83%
Cobblestone Plaza MUPD	0	121	0	0	116	0	0	0	0	0	0	0	NR	0%
Bethesda West Hospital	2	8	2	0	4	0	1	0	0	0	0	1	NR	80.40%
Boynton Beach Self Storage	0	4	0	0	4	2	0	0	0	2	0	0	NR	70%
Hagen Commercial MUPD	0	31	0	0	33	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	13	333	5	16	361	11	4	8	13	10	10	14		
Total Committed Residential	0	31	0	0	49	0	0	0	0	0	0	0		
Total Committed Non-Residential	13	302	5	16	312	11	4	8	13	10	10	14		
Double Count Reduction	0	8	0	0	12	0	0	0	0	0	0	0		
Total Discounted Committed	13	325	5	16	349	11	4	8	13	10	10	14		
Historical Growth	57	482	0	0	524	201	31	0	48	0	0	0		
Comm Dev+1% Growth	25	424	5	16	456	52	10	8	23	10	10	14		
Growth Volume Used	57	482	5	16	524	201	31	8	48	10	10	14		
Total Volume	247	2088	5	16	2270	872	135	8	208	10	10	14		

A B C D E F G H I J K L M N O

Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 2/27/2018 Report Created
 N-S STREET: N Floridas Tpke CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: AM ANALYSIS YEAR: 2024
 GROWTH RATE: 5.80% PSF: 1
 SIGNAL ID: 46021

	Intersection Volume Development													
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	20	2285	184	263	2259	14	166	0	575	24	4	20		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	20	2285	184	263	2259	14	166	0	575	24	4	20		
Committed Developments												Type	% Complete	
Canyons Town Center	0	9	1	0	16	0	1	0	0	0	0	0	NR	70%
Palm Meadows AGR-PUD	0	13	0	0	5	0	0	0	0	0	0	0	Res	40%
Boynton Commons	3	12	0	1	5	0	0	3	3	0	1	1	NR	0%
Fountains East	0	28	0	2	23	4	0	0	2	5	0	0	NR	0%
Canyon Trails	0	3	0	0	1	0	0	0	0	0	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	28	0	0	8	0	0	0	0	0	0	0	NR	63%
Somerset Academy	0	38	0	0	59	0	0	0	0	0	0	0	NR	62%
Valencia Cove South	0	5	0	0	3	0	0	0	0	0	0	0	Res	83%
Cobblestone Plaza MUPD	0	34	0	0	37	0	0	0	0	0	0	0	NR	0%
Bethesda West Hospital	1	2	1	0	5	0	2	0	0	0	0	2	NR	80.40%
Greystone	0	0	0	0	2	0	0	0	0	0	0	0	Res	97%
Boynton Beach Self Storage	0	1	0	0	0	0	0	0	0	0	0	0	NR	70%
Hagen Commercial MUPD	0	13	0	0	12	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	4	186	2	3	176	4	3	3	5	5	1	3		
Total Committed Residential	0	21	0	0	11	0	0	0	0	0	0	0		
Total Committed Non-Residential	4	165	2	3	165	4	3	3	5	5	1	3		
Double Count Reduction	0	5	0	0	3	0	0	0	0	0	0	0		
Total Discounted Committed	4	181	2	3	173	4	3	3	5	5	1	3		
Historical Growth	8	920	74	106	909	6	67	0	231	10	2	8		
Comm Dev+1% Growth	5	322	13	19	312	5	13	3	40	6	1	4		
Growth Volume Used	8	920	74	106	909	6	67	3	231	10	2	8		
Total Volume	28	3205	258	369	3168	20	233	3	806	34	6	28		

Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 2/27/2018 Report Created
 N-S STREET: N Floridas Tpke CURRENT YEAR: 2018 10/1/2019
 TIME PERIOD: PM ANALYSIS YEAR: 2024
 GROWTH RATE: 5.80% PSF: 1
 SIGNAL ID: 46021

	Intersection Volume Development													
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	25	1859	125	246	2084	52	492	1	1170	49	4	8		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	25	1859	125	246	2084	52	492	1	1170	49	4	8		
Committed Developments												Type	% Complete	
Shoppes @ Madison	0	0	0	1	0	1	0	0	1	1	0	0	NR	75%
Canyons Town Center	0	41	3	0	34	0	3	0	0	0	0	0	NR	70%
Palm Meadows AGR-PUD	0	8	0	0	14	0	0	0	0	0	0	0	Res	40%
Boynton Commons	8	35	0	12	44	0	0	8	9	0	10	10	NR	0%
Fountains East	0	48	0	4	53	9	0	0	4	8	0	0	NR	0%
Canyon Trails	0	2	0	0	3	0	0	0	0	0	0	0	Res	98%
BETHESDA HEALTH CARE MUPD	0	11	0	0	29	0	0	0	0	0	0	0	NR	63%
Somerset Academy	0	11	0	0	9	0	0	0	0	0	0	0	NR	62%
Valencia Cove South	0	3	0	0	5	0	0	0	0	0	0	0	Res	83%
Cobblestone Plaza MUPD	0	92	0	0	88	0	0	0	0	0	0	0	NR	0%
Bethesda West Hospital	2	6	2	0	3	0	1	0	0	0	0	1	NR	80.40%
Greystone	0	2	0	0	1	0	0	0	0	0	0	0	Res	97%
Boynton Beach Self Storage	0	4	0	0	2	4	0	0	0	2	0	0	NR	70%
Hagen Commercial MUPD	0	47	0	0	49	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	10	310	5	19	336	10	4	8	16	9	10	11		
Total Committed Residential	0	15	0	0	23	0	0	0	0	0	0	0		
Total Committed Non-Residential	10	295	5	19	313	10	4	8	16	9	10	11		
Double Count Reduction	0	4	0	0	6	0	0	0	0	0	0	0		
Total Discounted Committed	10	306	5	19	330	10	4	8	16	9	10	11		
Historical Growth	10	748	50	99	839	21	198	0	471	20	2	3		
Comm Dev+1% Growth	12	420	13	34	458	13	34	8	88	12	10	11		
Growth Volume Used	12	748	50	99	839	21	198	8	471	20	10	11		
Total Volume	37	2607	175	345	2923	73	690	9	1641	69	14	19		

A B C D E F G H I J K L M N O
 Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 3/14/2013 Report Created
 N-S STREET: Hagen Ranch Rd CURRENT YEAR: 2013 10/3/2019
 TIME PERIOD: AM ANALYSIS YEAR: 2024
 GROWTH RATE: 2.52% PSF: 1
 SIGNAL ID: 46025

	Intersection Volume Development												Type	% Complete		
	Eastbound			Westbound			Northbound			Southbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Committed Developments																
Shoppes @ Madison	0	1	1	0	1	0	1	0	0	0	0	0	0	0	NR	75%
Canyons Town Center	2	7	4	0	12	0	6	0	0	0	0	0	0	4	NR	48%
Hagen Ranch Medical	0	0	3	5	0	0	1	0	1	0	0	0	1	0	NR	80%
Boynton Commons	1	6	2	0	14	0	4	0	0	0	0	0	0	2	NR	0%
Valencia Cove North	8	52	4	0	32	0	3	0	0	0	0	0	0	5	Res	0%
New Albany Com	2	2	0	4	3	0	0	2	3	0	0	2	2	2	NR	95%
Fountains East	0	35	0	11	28	9	0	0	14	12	0	0	0	0	NR	0%
Canyon Trails	5	28	5	0	9	0	1	0	0	0	0	0	0	1	Res	71%
Valencia Pointe	0	0	2	1	0	0	3	3	2	0	0	2	0	0	Res	90%
Somerset Academy	20	20	20	0	31	0	31	0	0	0	0	0	0	31	NR	40%
Canyon Springs	0	2	0	0	1	0	0	0	0	0	0	0	0	0	Res	98%
Turner MUPD	0	5	0	0	2	0	0	0	1	0	0	0	0	0	NR	75%
Briella	0	0	1	2	0	0	5	3	7	0	0	1	0	0	Res	59%
Lyons West AGR-PUD	2	10	3	0	6	0	2	0	0	0	0	0	0	1	Res	75%
Hagen Commercial MUPD	0	15	0	14	14	11	0	0	15	12	0	0	0	0	NR	0%
Greystone	0	0	0	0	0	0	2	1	1	0	0	0	0	0	Res	97%
Cobblestone Creek	0	2	0	0	1	0	0	0	0	0	0	0	0	0	Res	95%
Boynton Beach Self Storage	0	1	0	0	1	0	0	0	0	0	0	0	0	0	NR	70%
Total Committed Developments	40	186	45	37	155	20	59	9	44	24	6	46				
Total Committed Residential	15	94	15	3	49	0	16	7	10	0	3	7				
Total Committed Non-Residential	25	92	30	34	106	20	43	2	34	24	3	39				
Double Count Reduction	4	18	4	1	12	0	4	0	3	0	1	2				
Total Discounted Committed	36	168	41	36	143	20	55	9	41	24	5	44				
Historical Growth	0	0	0	0	0	0	0	0	0	0	0	0				
Comm Dev+1% Growth	0	0	0	0	0	0	0	0	0	0	0	0				
Growth Volume Used	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0				

Input Data
 E-W Street: Boynton Beach Blvd COUNT DATE: 3/14/2013 Report Created
 N-S STREET: Hagen Ranch Rd CURRENT YEAR: 2013 10/3/2019
 TIME PERIOD: PM ANALYSIS YEAR: 2024
 GROWTH RATE: 2.52% PSF: 1
 SIGNAL ID: 46025

	Intersection Volume Development												Type	% Complete		
	Eastbound			Westbound			Northbound			Southbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0				
Committed Developments																
Shoppes @ Madison	0	6	6	0	6	1	6	1	0	1	1	0	NR		75%	
Canyons Town Center	10	32	16	0	27	0	13	0	0	0	0	8	NR		48%	
Hagen Ranch Medical	0	0	1	2	0	0	4	1	6	0	0	0	NR		80%	
Boynton Commons	7	51	15	0	41	0	12	0	0	0	0	6	NR		0%	
Valencia Cove North	7	41	3	0	64	0	5	0	0	0	0	10	Res		0%	
New Albany Com	4	5	0	5	4	0	0	4	7	0	3	3	NR		95%	
Fountains East	0	60	0	27	67	22	0	0	24	20	0	0	NR		0%	
Canyon Trails	3	17	3	0	28	0	5	0	0	0	0	5	Res		71%	
Valencia Pointe	0	0	5	2	0	0	3	3	2	0	4	0	Res		90%	
Somerset Academy	6	6	6	0	5	0	5	0	0	0	0	5	NR		40%	
Canyon Springs	0	1	0	0	2	0	0	0	0	0	0	0	Res		98%	
Turner MUPD	0	3	0	1	6	0	0	0	1	0	0	0	NR		75%	
Briella	0	0	5	7	0	0	2	2	3	0	3	0	Res		59%	
Lyons West AGR-PUD	1	8	2	0	13	0	3	0	0	0	0	2	Res		75%	
Hagen Commercial MUPD	0	52	0	54	54	43	0	0	52	42	0	0	NR		0%	
Greystone	0	0	2	1	0	0	1	1	0	0	1	0	Res		97%	
Cobblestone Creek	0	1	0	0	2	0	0	0	0	0	0	0	Res		95%	
Boynton Beach Self Storage	0	7	0	2	7	2	0	0	2	2	0	0	NR		70%	
Total Committed Developments	38	290	64	101	326	68	59	12	97	65	12	39				
Total Committed Residential	11	68	20	10	109	0	19	6	5	0	8	17				
Total Committed Non-Residential	27	222	44	91	217	68	40	6	92	65	4	22				
Double Count Reduction	3	17	5	3	27	0	5	1	1	0	1	4				
Total Discounted Committed	35	273	59	98	299	68	54	11	96	65	11	35				
Historical Growth	0	###	###	0	###	###	###	###	0	###	1.96352E+51	0				
Comm Dev+1% Growth	0	###	###	0	###	###	###	###	0	###	1.96352E+51	0				
Growth Volume Used	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	6	6	0	6	1	6	1	0	1	1	0				

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boynton Beach Blvd			STATION: 5401		Report Created		
	CURRENT YEAR: 2018			FROM: Midpoint		10/1/2019		
	ANALYSIS YEAR: 2024			TO: Lyons Rd				
	GROWTH RATE: 2.07%			COUNT DATE: 3/14/2018				
				PSF: 1				

Time Period Direction	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1334	647	721	1301	588	773
Peak Volume	1334	647	721	1301	588	773
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1334	647	721	1301	588	773

Committed Developments							Type	% Complete
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Somerset Academy	485	189	296	102	58	44	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Windsor Place	7	3	4	34	17	17	NR	0%
Canyons Town Center	35	22	13	105	48	57	NR	70%
Delray TMD	1	1	0	4	2	2	NR	91.90%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	22	8	14	26	16	10	Res	0%
Canyon Trails	1	0	1	2	1	1	Res	98%
Boynton Commons	12	8	3	53	24	29	NR	0%
Bethesda West Hospital	30	9	21	33	23	11	NR	80.40%
Palm Meadows AGR-PUD	31	8	23	38	23	15	Res	40%
4-Points Market	18	9	9	17	9	8	NR	83%
Stop and Shop	49	23	27	68	35	34	NR	0%
Harvest Galleria	5	1	4	21	12	9	NR	0%
Hagen Commercial MUPD	8	4	4	30	15	15	NR	0%
BETHESDA HEALTH CARE MUPD	9	7	2	10	3	7	NR	63%
Valencia Cove South	3	1	2	3	2	1	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	49	45	236	116	121	NR	0%
Total Committed Developments	809	342	468	782	404	381		
Total Committed Residential	57	17	40	69	42	27		
Total Committed Non-Residential	752	325	428	713	362	354		
Double Count Reduction	14	4	10	17	11	7		
Total Discounted Committed Developments	795	338	458	765	393	374		
Historical Growth	174	85	94	170	77	101		
Comm Dev+1% Growth	877	378	502	845	429	422		
Growth Volume Used	877	378	502	845	429	422		
Total Volume	2211	1025	1223	2146	1017	1195		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Boynton Beach Blvd	STATION: 5401	Report Created
CURRENT YEAR: 2018	FROM: S State Road 7	10/1/2019
ANALYSIS YEAR: 2024	TO: Midpoint	
GROWTH RATE: 2.07%	COUNT DATE: 3/14/2018	
	PSF: 1	

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1334	647	721	1301	588	773
Peak Volume	1334	647	721	1301	588	773
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1334	647	721	1301	588	773

Committed Developments							Type	% Complete
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Somerset Academy	162	99	63	34	15	19	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Windsor Place	7	3	4	34	17	17	NR	0%
Canyons Town Center	35	22	13	105	48	57	NR	70%
Delray TMD	1	1	0	4	2	2	NR	91.90%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	22	8	14	26	16	10	Res	0%
Canyon Trails	1	0	1	2	1	1	Res	98%
Boynton Commons	12	8	3	53	24	29	NR	0%
Bethesda West Hospital	3	2	1	3	1	2	NR	80.40%
Palm Meadows AGR-PUD	31	8	23	38	23	15	Res	40%
4-Points Market	18	9	9	17	9	8	NR	83%
Stop and Shop	49	23	27	68	35	34	NR	0%
Harvest Galleria	5	1	4	21	12	9	NR	0%
Hagen Commercial MUPD	8	4	4	30	15	15	NR	0%
Ladera PUD	0	0	0	0	0	0	Res	100%
BETHESDA HEALTH CARE MUPD	9	7	2	10	3	7	NR	63%
Valencia Cove South	3	1	2	3	2	1	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	49	45	236	116	121	NR	0%
Total Committed Developments	459	245	215	684	339	347		
Total Committed Residential	57	17	40	69	42	27		
Total Committed Non-Residential	402	228	175	615	297	320		
Double Count Reduction	14	4	10	17	11	7		
Total Discounted Committed Developments	445	241	205	667	328	340		
Historical Growth	174	85	94	170	77	101		
Comm Dev+1% Growth	527	281	249	747	364	388		
Growth Volume Used	527	281	249	747	364	388		
Total Volume	1861	928	970	2048	952	1161		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boynton Beach Blvd			STATION: 5103			Report Created	
	CURRENT YEAR: 2018			FROM: Lyons Rd			10/1/2019	
	ANALYSIS YEAR: 2024			TO: Midpoint				
	GROWTH RATE: 4.47%			COUNT DATE: 3/27/2018				
				PSF: 1				

Time Period	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3649	2247	1444	3490	1676	1877
Peak Volume	3649	2247	1444	3490	1676	1877
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3649	2247	1444	3490	1676	1877

Committed Developments							Type	% Complete
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	0	0	8	4	4	NR	70%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Fountains East	43	24	19	84	40	44	NR	0%
Somerset Academy	194	76	118	41	23	18	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Windsor Place	15	9	6	67	34	34	NR	0%
Shoppes @ Madison	1	1	0	9	4	5	NR	75%
Canyons Town Center	40	25	15	120	55	65	NR	70%
Delray TMD	1	0	1	4	2	2	NR	91.90%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	36	24	13	44	17	27	Res	0%
Canyon Trails	3	1	3	4	3	2	Res	98%
Boynton Commons	16	11	5	74	33	41	NR	0%
Bethesda West Hospital	12	4	9	14	9	4	NR	80.40%
Palm Meadows AGR-PUD	54	39	14	65	25	40	Res	40%
Hagen Commercial MUPD	15	8	7	55	27	28	NR	0%
BETHESDA HEALTH CARE MUPD	27	21	6	30	8	22	NR	63%
Valencia Cove South	5	3	2	6	2	4	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	45	49	236	121	116	NR	0%
Total Committed Developments	556	291	267	861	407	456		
Total Committed Residential	98	67	32	119	47	73		
Total Committed Non-Residential	458	224	235	742	360	383		
Double Count Reduction	25	17	8	30	12	18		
Total Discounted Committed Developments	531	274	259	831	395	438		
Historical Growth	1094	673	433	1046	502	563		
Comm Dev+1% Growth	755	412	348	1046	498	553		
Growth Volume Used	1094	673	433	1046	502	563		
Total Volume	4743	2920	1877	4536	2178	2440		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data

ROAD NAME: Boynton Beach Blvd	STATION: 5103	Report Created
CURRENT YEAR: 2018	FROM: MIDPOINT	10/1/2019
ANALYSIS YEAR: 2024	TO: Acme Dairy Rd	
GROWTH RATE: 4.47%	COUNT DATE: 3/27/2018	
	PSF: 1	

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3649	2247	1444	3490	1676	1877
Peak Volume	3649	2247	1444	3490	1676	1877
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3649	2247	1444	3490	1676	1877

Committed Developments							Type	% Complete
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	0	0	8	4	4	NR	70%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Fountains East	43	24	19	84	40	44	NR	0%
Somerset Academy	194	76	118	41	23	18	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Windsor Place	15	9	6	67	34	34	NR	0%
Shoppes @ Madison	1	1	0	9	4	5	NR	75%
Canyons Town Center	25	9	16	75	41	34	NR	70%
Delray TMD	1	0	1	4	2	2	NR	91.90%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	36	24	13	44	17	27	Res	0%
Canyon Trails	3	1	3	4	3	2	Res	98%
Boynton Commons	16	11	5	74	33	41	NR	0%
Bethesda West Hospital	12	4	9	14	9	4	NR	80.40%
Palm Meadows AGR-PUD	54	39	14	65	25	40	Res	40%
Hagen Commercial MUPD	15	8	7	55	27	28	NR	0%
BETHESDA HEALTH CARE MUPD	27	21	6	30	8	22	NR	63%
Valencia Cove South	5	3	2	6	2	4	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	45	49	236	121	116	NR	0%
Total Committed Developments	541	275	268	816	393	425		
Total Committed Residential	98	67	32	119	47	73		
Total Committed Non-Residential	443	208	236	697	346	352		
Double Count Reduction	25	17	8	30	12	18		
Total Discounted Committed Developments	516	258	260	786	381	407		
Historical Growth	1094	673	433	1046	502	563		
Comm Dev+1% Growth	740	396	349	1001	484	522		
Growth Volume Used	1094	673	433	1046	502	563		
Total Volume	4743	2920	1877	4536	2178	2440		

Lanes	6LD					
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boynton Beach Blvd			STATION: 5103		Report Created		
	CURRENT YEAR: 2018			FROM: Midpoint		10/1/2019		
	ANALYSIS YEAR: 2024			TO: N Floridas Tpke				
	GROWTH RATE: 4.47%			COUNT DATE: 3/27/2018				
				PSF: 1				

Time Period Direction	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3649	2247	1444	3490	1676	1877
Peak Volume	3649	2247	1444	3490	1676	1877
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3649	2247	1444	3490	1676	1877

Committed Developments							Type	% Complete
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	0	0	8	4	4	NR	70%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Fountains East	43	24	19	84	40	44	NR	0%
Somerset Academy	129	50	79	27	15	12	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Windsor Place	15	9	6	67	34	34	NR	0%
Shoppes @ Madison	1	1	0	9	4	5	NR	75%
Canyons Town Center	25	9	16	75	41	34	NR	70%
Delray TMD	1	0	1	4	2	2	NR	91.90%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	36	24	13	44	17	27	Res	0%
Canyon Trails	5	4	1	6	2	4	Res	98%
Boynton Commons	17	12	5	79	35	44	NR	0%
Bethesda West Hospital	12	4	9	14	9	4	NR	80.40%
Palm Meadows AGR-PUD	54	39	14	65	25	40	Res	40%
Hagen Commercial MUPD	17	9	8	64	31	33	NR	0%
BETHESDA HEALTH CARE MUPD	27	21	6	30	8	22	NR	63%
Valencia Cove South	9	6	3	11	4	7	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	45	49	236	121	116	NR	0%
Total Committed Developments	485	257	229	823	392	432		
Total Committed Residential	104	73	31	126	48	78		
Total Committed Non-Residential	381	184	198	697	344	354		
Double Count Reduction	26	18	8	32	12	20		
Total Discounted Committed Developments	459	239	221	791	380	412		
Historical Growth	1094	673	433	1046	502	563		
Comm Dev+1% Growth	683	377	310	1006	483	527		
Growth Volume Used	1094	673	433	1046	502	563		
Total Volume	4743	2920	1877	4536	2178	2440		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

Input Data

ROAD NAME: Boynton Beach Blvd	STATION: 5103	Report Created
CURRENT YEAR: 2018	FROM: Acme Dairy Rd	10/1/2019
ANALYSIS YEAR: 2024	TO: MIDPOINT	
GROWTH RATE: 4.47%	COUNT DATE: 3/27/2018	
	PSF: 1	

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3649	2247	1444	3490	1676	1877
Peak Volume	3649	2247	1444	3490	1676	1877
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3649	2247	1444	3490	1676	1877

Committed Developments							Type	% Complete
Tivoli Isles	0	0	0	0	0	0	Res	100%
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	0	0	8	4	4	NR	70%
Equus	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Fountains East	43	24	19	84	40	44	NR	0%
Somerset Academy	129	50	79	27	15	12	NR	62%
New Albany Corn	0	0	0	0	0	0	NR	100%
Windsor Place	15	9	6	67	34	34	NR	0%
Shoppes @ Madison	1	1	0	9	4	5	NR	75%
Canyons Town Center	25	9	16	75	41	34	NR	70%
Delray TMD	1	0	1	4	2	2	NR	91.90%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Monticello PUD	36	24	13	44	17	27	Res	0%
Canyon Trails	5	4	1	6	2	4	Res	98%
Boynton Commons	17	12	5	79	35	44	NR	0%
Bethesda West Hospital	12	4	9	14	9	4	NR	80.40%
Palm Meadows AGR-PUD	54	39	14	65	25	40	Res	40%
Hagen Commercial MUPD	17	9	8	64	31	33	NR	0%
BETHESDA HEALTH CARE MUPD	27	21	6	30	8	22	NR	63%
Valencia Cove South	9	6	3	11	4	7	Res	83%
Boynton Beach Community Church	0	0	0	0	0	0	NR	100%
Cobblestone Plaza MUPD	93	45	49	236	121	116	NR	0%
Total Committed Developments	485	257	229	823	392	432		
Total Committed Residential	104	73	31	126	48	78		
Total Committed Non-Residential	381	184	198	697	344	354		
Double Count Reduction	26	18	8	32	12	20		
Total Discounted Committed Developments	459	239	221	791	380	412		
Historical Growth	1094	673	433	1046	502	563		
Comm Dev+1% Growth	683	377	310	1006	483	527		
Growth Volume Used	1094	673	433	1046	502	563		
Total Volume	4743	2920	1877	4536	2178	2440		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	NO	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	NO	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boynton Beach Blvd			STATION: 5201			Report Created	
	CURRENT YEAR: 2018			FROM: Midpoint			10/1/2019	
	ANALYSIS YEAR: 2024			TO: Hagen Ranch Rd				
	GROWTH RATE: 5.80%			COUNT DATE: 2/13/2018				
				PSF: 1				

Time Period	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	4712	2309	2490	4895	2618	2298
Peak Volume	4712	2309	2490	4895	2618	2298
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4712	2309	2490	4895	2618	2298

Committed Developments							Type	% Complete
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	1	1	13	7	7	NR	70%
Briella	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Greystone	2	0	2	2	2	1	Res	97%
Fountains East	64	35	28	126	60	67	NR	0%
Somerset Academy	97	38	59	20	12	9	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Avalon Estates	0	0	0	0	0	0	Res	100%
Turner MUPD	0	0	0	0	0	0	NR	100%
Shoppes @ Madison	2	1	1	12	6	6	NR	75%
Canyons Town Center	25	9	16	75	41	34	NR	70%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Canyon Trails	3	3	1	4	2	3	Res	98%
Boynton Commons	29	9	21	132	73	59	NR	0%
Bethesda West Hospital	7	2	5	8	6	3	NR	80.40%
Palm Meadows AGR-PUD	18	13	5	22	9	14	Res	40%
Hagen/Boynton MUPD	0	0	0	0	0	0	NR	100%
Hagen Ranch Medical	4	3	1	5	1	4	NR	80%
Hagen Commercial MUPD	29	15	14	107	52	54	NR	0%
BETHESDA HEALTH CARE MUPD	36	29	8	40	11	29	NR	63%
Valencia Cove South	7	5	3	9	3	5	Res	83%
Cobblestone Plaza MUPD	70	34	37	179	92	88	NR	0%
EIP Hagen Ranch- Target	0	0	0	0	0	0	NR	100%
Total Committed Developments	394	197	202	754	377	383		
Total Committed Residential	30	21	11	37	16	23		
Total Committed Non-Residential	364	176	191	717	361	360		
Double Count Reduction	8	5	3	9	4	6		
Total Discounted Committed Developments	386	192	199	745	373	377		
Historical Growth	1895	929	1002	1969	1053	924		
Comm Dev+1% Growth	676	334	352	1046	534	518		
Growth Volume Used	1895	929	1002	1969	1053	924		
Total Volume	6607	3238	3492	6864	3671	3222		

Lanes	GLD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	NO	NO	NO	NO	NO	NO
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	NO	NO	NO	NO	NO	NO

Input Data			Report Created		
ROAD NAME: Boynton Beach Blvd	STATION: 5201		10/1/2019		
CURRENT YEAR: 2018	FROM: N Floridas Tpke				
ANALYSIS YEAR: 2024	TO: Midpoint				
GROWTH RATE: 5.80%	COUNT DATE: 2/13/2018				
	PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4712	2309	2490	4895	2618	2298
Peak Volume	4712	2309	2490	4895	2618	2298
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4712	2309	2490	4895	2618	2298

Committed Developments							Type	% Complete
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	1	1	1	13	7	7	NR	70%
Briella	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Greystone	2	0	2	2	2	1	Res	97%
Fountains East	64	35	28	126	60	67	NR	0%
Somerset Academy	97	38	59	20	12	9	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Avalon Estates	0	0	0	0	0	0	Res	100%
Turner MUPD	0	0	0	0	0	0	NR	100%
Shoppes @ Madison	2	1	1	12	6	6	NR	75%
Canyons Town Center	25	9	16	75	41	34	NR	70%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Canyon Trails	3	3	1	4	2	3	Res	98%
Boynton Commons	21	15	6	97	44	54	NR	0%
Bethesda West Hospital	7	2	5	8	6	3	NR	80.40%
Palm Meadows AGR-PUD	18	13	5	22	9	14	Res	40%
Hagen/Boynton MUPD	0	0	0	0	0	0	NR	100%
Hagen Ranch Medical	4	3	1	5	1	4	NR	80%
Hagen Commercial MUPD	29	15	14	107	52	54	NR	0%
BETHESDA HEALTH CARE MUPD	36	29	8	40	11	29	NR	63%
Valencia Cove South	7	5	3	9	3	5	Res	83%
Cobblestone Plaza MUPD	70	34	37	179	92	88	NR	0%
EIP Hagen Ranch- Target	0	0	0	0	0	0	NR	100%
Total Committed Developments	386	203	187	719	348	378		
Total Committed Residential	30	21	11	37	16	23		
Total Committed Non-Residential	356	182	176	682	332	355		
Double Count Reduction	8	5	3	9	4	6		
Total Discounted Committed Developments	378	198	184	710	344	372		
Historical Growth	1895	929	1002	1969	1053	924		
Comm Dev+1% Growth	668	340	337	1011	505	513		
Growth Volume Used	1895	929	1002	1969	1053	924		
Total Volume	6607	3238	3492	6864	3671	3222		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	NO	NO	NO	NO	NO	NO
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	NO	NO	NO	NO	NO	NO

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boynton Beach Blvd			STATION: 5641			Report Created	
	CURRENT YEAR: 2018			FROM: Midpoint			10/2/2019	
	ANALYSIS YEAR: 2024			TO: S Jog Rd				
	GROWTH RATE: 4.72%			COUNT DATE: 3/14/2018				
				PSF: 1				

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3608	1799	1872	3982	2179	1827
Peak Volume	3608	1799	1872	3982	2179	1827
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3608	1799	1872	3982	2179	1827

Committed Developments							Type	% Complete
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	2	1	1	25	13	12	NR	70%
Briella	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Greystone	1	1	0	1	0	1	Res	97%
Fountains East	128	71	57	252	119	133	NR	0%
Somerset Academy	32	13	20	7	4	3	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Avalon Estates	0	0	0	0	0	0	Res	100%
Turner MUPD	0	0	0	0	0	0	NR	100%
Shoppes @ Madison	2	1	1	12	6	6	NR	75%
Canyons Town Center	10	4	6	30	16	14	NR	70%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Canyon Trails	3	2	1	3	1	2	Res	98%
Boynton Commons	20	6	14	92	51	41	NR	0%
Hagen/Boynton MUPD	0	0	0	0	0	0	NR	100%
Hagen Ranch Medical	6	1	5	8	6	2	NR	80%
Hagen Commercial MUPD	34	18	17	128	63	65	NR	0%
BETHESDA HEALTH CARE MUPD	65	14	51	72	53	19	NR	63%
Sunrise Senior Living Center	1	1	1	2	1	1	NR	0%
Cobblestone Plaza MUPD	41	20	21	104	53	51	NR	0%
EIP Hagen Ranch- Target	0	0	0	0	0	0	NR	100%
Village Market	21	12	9	31	15	16	NR	0%
Total Committed Developments	366	165	204	767	401	366		
Total Committed Residential	4	3	1	4	1	3		
Total Committed Non-Residential	362	162	203	763	400	363		
Double Count Reduction	1	1	0	1	0	1		
Total Discounted Committed Developments	365	164	204	766	401	365		
Historical Growth	1150	574	597	1269	695	582		
Comm Dev+1% Growth	587	275	319	1011	535	477		
Growth Volume Used	1150	574	597	1269	695	582		
Total Volume	4758	2373	2469	5251	2874	2409		

Lanes	GLD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	NO	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

Input Data

ROAD NAME: Boynton Beach Blvd	STATION: 5641	Report Created
CURRENT YEAR: 2018	FROM: Hagen Ranch Rd	10/2/2019
ANALYSIS YEAR: 2024	TO: Midpoint	
GROWTH RATE: 4.72%	COUNT DATE: 3/14/2018	
	PSF: 1	

Time Period	Link Analysis			Link Analysis		
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3608	1799	1872	3982	2179	1827
Peak Volume	3608	1799	1872	3982	2179	1827
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3608	1799	1872	3982	2179	1827

Committed Developments							Type	% Complete
Valencia Cove North	0	0	0	0	0	0	Res	100%
Cobblestone Creek	0	0	0	0	0	0	Res	100%
Boynton Beach Self Storage	2	1	1	22	11	11	NR	70%
Briella	0	0	0	0	0	0	Res	100%
Valencia Pointe	0	0	0	0	0	0	Res	100%
Greystone	1	1	0	1	0	1	Res	97%
Fountains East	128	71	57	252	119	133	NR	0%
Somerset Academy	32	13	20	7	4	3	NR	62%
New Albany Com	0	0	0	0	0	0	NR	100%
Avalon Estates	0	0	0	0	0	0	Res	100%
Turner MUPD	0	0	0	0	0	0	NR	100%
Shoppes @ Madison	2	1	1	12	6	6	NR	75%
Canyons Town Center	10	4	6	30	16	14	NR	70%
Hagen Elem.	0	0	0	0	0	0	NR	100%
Lyons West AGR-PUD	0	0	0	0	0	0	Res	100%
Canyon Lakes	0	0	0	0	0	0	Res	100%
Canyon Isles	0	0	0	0	0	0	Res	100%
Canyon Springs	0	0	0	0	0	0	Res	100%
Canyon Trails	3	2	1	3	1	2	Res	98%
Boynton Commons	20	6	14	92	51	41	NR	0%
Hagen/Boynton MUPD	0	0	0	0	0	0	NR	100%
Hagen Ranch Medical	6	1	5	8	6	2	NR	80%
Hagen Commercial MUPD	34	18	17	128	63	65	NR	0%
BETHESDA HEALTH CARE MUPD	65	14	51	72	53	19	NR	63%
Sunrise Senior Living Center	1	1	1	2	1	1	NR	0%
Cobblestone Plaza MUPD	41	20	21	104	53	51	NR	0%
EIP Hagen Ranch- Target	0	0	0	0	0	0	NR	100%
Village Market	21	12	9	31	15	16	NR	0%
Total Committed Developments	366	165	204	764	399	365		
Total Committed Residential	4	3	1	4	1	3		
Total Committed Non-Residential	362	162	203	760	398	362		
Double Count Reduction	1	1	0	1	0	1		
Total Discounted Committed Developments	365	164	204	763	399	364		
Historical Growth	1150	574	597	1269	695	582		
Comm Dev+1% Growth	587	275	319	1008	533	476		
Growth Volume Used	1150	574	597	1269	695	582		
Total Volume	4758	2373	2469	5251	2874	2409		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	NO	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

APPENDIX G

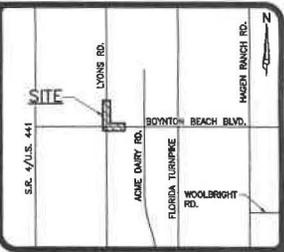
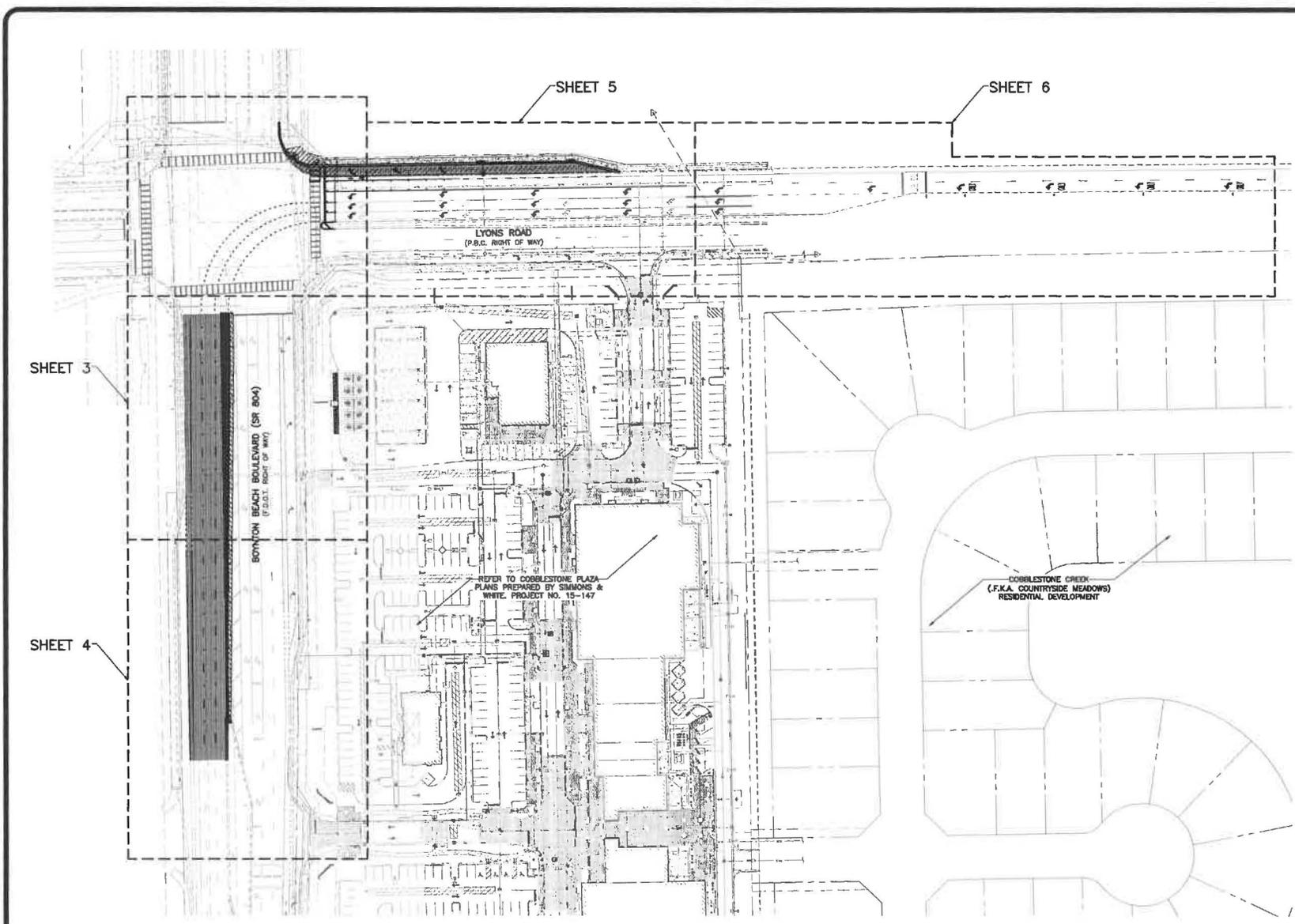
PROGRAMMED ROADWAY IMPROVEMENTS

PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

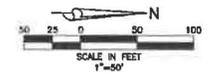
Mid-Year Adjustment - Adopted - June 18, 2019

PROJECT	LIMITS	DESCRIPTION	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023	
			Cost	Phase								
Florida Mango Rd.	over L.W.D.D. L-5 Canal	Bridge Replacement-Culvert			700	C						
Florida Mango Rd.	over PBC L-2 Canal	Bridge Replacement	850	C								
Forest Hill Blvd.	Military Tr.	Intersection Improvements	1,500	P	4,000	P	2,400	P				
Gateway Blvd.	Military Trail	Intersection Improvements			2,100	C						
Gateway Blvd.	High Ridge Rd	Intersection Improvements			1,180	C						
Glades Area	R&R Throughout the Glades	Repair/Reconstruction	700	C								
Gun Club Rd.	Forest Estates Drive to LWDD E-3 Canal	0.5 mi., 3 L			100	R/M			2,340	C		
Hagen Ranch Rd.	Atlantic Ave.	Intersection Improvements	500	D/R/C								
Happy Hollow Rd.	Smith Sundry Rd. to W. of Lyons Rd.	0.5 mi, 2 L	700	R	650	C						
Harbor Rd.	19660 Harbor Rd. to Harbor Rd. N.	Seawall Repair/Slope Stabilization			400	C						
Hypoluxo Rd.	Jog Rd.	Intersection Improvements			1,100	C						
Jog Rd.	Lake Worth Rd.	Intersection Improvements (Add SBR)	400	D/R	600	R	1,000	C				
Kirk Rd.	LWDD L-7 Canal to Summit Blvd.	0.5 mi, 3/5 L			100	R/M			3,200	C		
Kirk Rd.	Summit Blvd. to Gun Club Rd.	0.8 mi, 3/5 L	620	D/R/M			100	R/M			3,950	C
Lantana Rd.	Edgecliff Ave.	Intersection Improvements	350	C								
Lawrence Rd.	S. of Ponza Place to Lantana Road	0.8 mi, 3 L	250	D/R			2,200	C				
Linton Blvd.	Military Tr.	Intersection Improvements	200	D/R	2,100	C						
Loxahatchee River Road	SFWMD C-18 Canal	Slope Stabilization	1,500	C								
Lyons Rd.	S. of LWDD L-38 Canal to Atlantic Ave.	2.1 mi, 4 L	10,600	D/C								
Lyons Rd.	N. of LWDD L-30 Canal to Boynton Beach Blvd.	3.0 mi, 4 L	1,900	D/R/M			100	R/M			5,000	C
Lyons Rd.	N. of L.W.D.D. L-14 Canal to Lake Worth Rd.	1.1 mi, 4 L	8,100	R/C								
Lyons Rd.	Lake Worth Rd. to S. of L.W.D.D. L-11 Canal	0.5 mi, 3 L	2,900	R/C								
Lyons Rd.	S. of L.W.D.D. L-11 Canal to N. of L.W.D.D. L-10 Canal	0.6 mi, 2/3 L									100	P
Lyons Rd./Sansbury's Way	Forest Hill Blvd. to Okeechobee Blvd.	Buffered Bike Lanes	10	D	1,090	D			5,570	C		
Mack Dairy Rd.	Indiantown Rd. to Old Indiantown Rd.	0.7 mi., 2 L	1,230	C								
Melaleuca Lane	Jog Rd.	Intersection Improvements	550	D			500	R			2,300	C
Miner Rd.	Military Trail to Lawrence Rd.	0.6 mi, 3 L	10	D	750	D/R/M			500	R/M		
Northlake Blvd.	E. of Seminole Pratt Whitney Rd. to E. of Hall Blvd.	1.0 mi, 4 L	7,000	C								
Northlake Blvd.	E. of Hall Blvd. to Coconut Blvd.	2.4 mi, 4 L	1,160	D/M/C	3,000	C	5,200	C				
Okeechobee Blvd.	Jog Road	Intersection Improvements	270	D			600	R			900	C
Okeechobee Blvd.	Haverhill Rd.	Intersection Improvements	150	D/R/M			650	C				

*See Footnotes, Phase(s): S- Study; D=Design; M=Mitigation; R=RW Acq.; C=Construction; P=Payment



LOCATION MAP
NOT TO SCALE



LEGEND

- ASPHALT PAVEMENT (SEE SHEETS 3-6 FOR P.B.C. & FDOT SPECS.)
- MILL & RESURFACE
- CONCRETE
- SAWCUT, REMOVE, & REPLACE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- EXISTING OVERHEAD POWER LINE & POWER POLE
- EXISTING STORM DRAINAGE PIPE
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING FORCE MAIN
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNKNOWN

48 HOURS BEFORE DIGGING
BROWSE TO WWW.FLORIDAUNDERGROUNDUTILITIES.COM
1-800-432-4770
SERVING STATE & CITY
UNDERGROUND UTILITIES
NOTIFICATION CENTER

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY CAULFIELD & WHEELER, INC. (561) 392-1991.

ERIK R. COOPER, P.E., STATE OF FLORIDA
PROFESSIONAL ENGINEER, LICENSE NO. 58934

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY ERIK R. COOPER, P.E. ON 1/2/2018 USING A SHA-1 AUTHENTICATION CODE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA-1 AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

NO.	DATE	DESCRIPTION

SIMMONS & WHITE
INCORPORATED
1920
1000 W. U.S. 1
SUITE 100
BOYNTON BEACH, FLORIDA 33426
(561) 476-1000

BOYNTON BEACH BOULEVARD AT LYONS ROAD
SECTION 19, 20, 29, 30 TOWNSHIP 45S., RANGE 42E.
PALM BEACH COUNTY, FLORIDA

MASTER PLAN

DESIGN E.C.	DRAWN R.W.	CHECKED	APPROVED	DATE

JOB NO. 17-022 DRAWING NO. 17022502 SHEET 2 OF 7