PTC
Transportation Consultants

2005 Vista Parkway, Suite 111
West Palm Beach, FL 33411-6700
(561) 296-9698 Fax (561) 684-6336
Certificate of Authorization Number: 7989

September 9, 2015
Revised December 23, 2015

Ms. Natalie Crowley, AICP
Director of Planning and Zoning
City of Palm Beach Gardens
10500 North Military Trail
Palm Beach Gardens, FL 33410

Re: Palm Beach Gardens Tennis Center / Regional Park - #PTC14-002Q

Dear Ms. Crowley:

The purpose of this letter is to present a traffic analysis for the proposed expansion to the City Tennis Center and the construction of a new Regional Park in the City of Palm Beach Gardens. The site is located in the northeast quadrant of PGA Boulevard and Central Boulevard, with proposed access from 117th Court North. The roadway links of Shady Lakes Drive and 117th Court North and the adjacent intersections were examined for this preliminary analysis. A buildout year of 2020 was analyzed for Scenario 1 and a buildout year of 2030 was examined for Scenarios 2, 3 and 4. The proposed scenarios are as follows:

- Existing Conditions – Year 2015 – no project.
- Scenario 1 – Year 2020 – Additional 5 tennis courts.
- Scenario 2 - Year 2030 – Additional 5 tennis courts and 2 soccer fields.
- Scenario 3 - Year 2030 – Additional 5 tennis courts, 2 soccer fields, and an 81.8 acre City Park.
- Scenario 4 – Year 2030 – Additional 5 tennis courts, 2 soccer fields, and an 81.8 acre City Park with Shady Lakes Drive extended north to 117th Court.

The daily, AM and PM peak hour trip generation for the proposed project is provided on Exhibits 2, 3 and 4 for the three proposed land use Scenarios. Scenario 3 and Scenario 4 analyzed the same land use scenarios, with the difference being the extension of Shady Lakes Drive to 117th Court.

The estimated project traffic distribution was based on a review of land use patterns and existing travel patterns and is shown on Exhibit 4 for Scenarios 1, 2, and 3. Exhibit 5A provides the project traffic distribution for Scenario 4. Exhibit 5B provides the background traffic redistribution for Scenario 4 due to the extension of Shady Lakes Drive.

In the projection of future traffic volumes, existing (2015) traffic counts, committed development and historic growth data were reviewed. Count data is provided in Appendix A. The County's TPS Database was utilized in the determination of committed development traffic. Committed development data is provided in Appendix B. Exhibit 6A provides the roadway link capacity analysis for the local roads for the current year 2015. Exhibits 6B, 6C, 6D, and 6E provide the roadway link capacity analysis for the Scenarios 1, 2, 3, and 4, respectively. The results indicate that all scenarios meet the roadway level of service standards.

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The intersections of PGA Boulevard / Shady Lakes Boulevard and 117th Court North / Central Boulevard were also analyzed. The intersections were analyzed for existing conditions, Scenario 1, Scenario 3 and Scenario 4. No intersection analysis was provided for Scenario 2 because the trip generation was almost equivalent to Scenario 3. The HCS Operational Analyses results are provided on Exhibit 7. The intersection of 117th Court North/ Central Boulevard does not meet the operational standard in Scenarios 1, 3 and 4 in the AM peak hour and in Scenarios 3 and 4 in the PM peak hour. Without the extension of Shady Lakes Boulevard, suggested improvements are a second westbound left turn lane and a second southbound left turn lane. With the extension of Shady Lakes Boulevard to 117th Court North, a second southbound left turn lane at the intersection is a suggested improvement in order to meet the standards. The intersection of PGA Boulevard / Shady Lakes Drive meets the operational level of service standard in Scenarios 1 and 3 with the existing intersection geometry. However, in Scenario 4, with the extension of Shady Lakes Drive north to 117th Court North, a second southbound left turn lane is a suggested improvement in order to meet the standards. If right-of-way is not available, restriping the existing two southbound lanes to a left turn lane and a shared left/thru/right turn lane is another option.

In summary, our preliminary traffic analysis shows that the roadway links are projected to meet level of service standards for all scenarios as two-lane facilities. With the extension of Shady Lakes Boulevard to 117th Court North, the intersections are projected to meet level of service standards with suggested improvements to the intersections. Additionally, the extension of Shady Lakes Drive will provide a second access point to the schools and better access to these recreational facilities.

Please be aware that background traffic (historic growth and committed development), based on the PBC TPS Database, is a dynamic part of this analysis. The PBC Traffic Division continues to update the TPS Database on a daily basis as projects are approved in the area. Therefore, the results of this analysis can vary as the background traffic is updated. Other factors that can change the outcome of this analysis are modifications to the trip generation methodology, project traffic distribution, service volume adjustments and changes to the development plan.

If you have any questions, do not hesitate to contact this office.

Sincerely,

Rebecca J Mulcahy

Rebecca J. Mulcahy, P.E.
Vice President

Attachments

EXHIBITS

Exhibit 1
City of Palm Beach Gardens Tennis/Park - Scenario 1
Trip Generation

Daily

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips		External Trips	Pass-by Trips (1)		New Trips
Tennis Courts	490	5 Courts	31.04 / Court	155	-		155	-	0%	155
TOTAL				155	-	0.0%	155	-		155

AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	1.67 / Court (50/50)	4	4	8	-		4	4	8	-	0%	4	4	8
TOTAL				4	4	8	-	0.0%	4	4	8	-		4	4	8

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	3.88 / Court (50/50)	10	9	19	-		10	9	19	-	0%	10	9	19
TOTAL				10	9	19	-	0.0%	10	9	19	-		10	9	19

(1) Source: Palm Beach County and Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition.

Exhibit 2
City of Palm Beach Gardens Tennis/Park - Scenario 2
Trip Generation

Daily

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips		External Trips	Pass-by Trips (1)		New Trips
Tennis Courts	490	5 Courts	31.04 / Court	155	-		155	-	0%	155
Soccer Complex	488	2 Fields	71.33 /Field	143	-		143	-	0%	143
TOTAL				298	-	0.0%	298	-		298

AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	1.67 / Court (50/50)	4	4	8	-		4	4	8	-	0%	4	4	8
Soccer Complex	488	2 Fields	1.12 /Field (57/43)	1	1	2	-		1	1	2	-	0%	1	1	2
TOTAL				5	5	10	-	0.0%	5	5	10	-		5	5	10

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	3.88 / Court (50/50)	10	9	19	-		10	9	19	-	0%	10	9	19
Soccer Complex	488	2 Fields	17.7 /Field (67/33)	23	12	35	-		23	12	35	-	0%	23	12	35
TOTAL				33	21	54	-	0.0%	33	21	54	-		33	21	54

(1) Source: Palm Beach County and Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition.

Exhibit 3
City of Palm Beach Gardens Tennis/Park - Scenarios 3 & 4
Trip Generation

Daily

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips		External Trips	Pass-by Trips (1)		New Trips
Tennis Courts	490	5 Courts	31.04 / Court	155	-		155	-	0%	155
Soccer Complex	488	2 Fields	71.33 /Field	143	-		143	-	0%	143
County Park	412	81.8 Acres	2.28 /Acre	187	-		187	-	0%	187
TOTAL				485	-	0.0%	485	-		485

AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	1.67 / Court (50/50)	4	4	8	-		4	4	8	-	0%	4	4	8
Soccer Complex	488	2 Fields	1.12 /Field (57/43)	1	1	2	-		1	1	2	-	0%	1	1	2
County Park	412	81.8 Acres	0.02 /Acres (61/39)	1	1	2	-		1	1	2	-	0%	1	1	2
TOTAL				6	6	12	-	0.0%	6	6	12	-		6	6	12

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
				In	Out	Trips			In	Out	Trips			In	Out	Trips
Tennis Courts	490	5 Courts	3.88 / Court (50/50)	10	9	19	-		10	9	19	-	0%	10	9	19
Soccer Complex	488	2 Fields	17.7 /Field (67/33)	23	12	35	-		23	12	35	-	0%	23	12	35
County Park	412	81.8 Acres	0.09 /Acre (61/39)	4	3	7	-		4	3	7	-	0%	4	3	7
TOTAL				37	24	61	-	0.0%	37	24	61	-		37	24	61

(1) Source: Palm Beach County and Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition.

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PBG TENNIS CENTER / REGIONAL PARK

EXHIBIT 4
PROJECT TRAFFIC DISTRIBUTION
(SCENARIOS 1, 2 & 3)

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PBG TENNIS CENTER/
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EXHIBIT 5A
PROJECT TRAFFIC DISTRIBUTION
(SCENARIO 4)

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PBG TENNIS CENTER/
REGIONAL PARK

EXHIBIT 5B
BACKGROUND TRAFFIC REDISTRIBUTION
(SCENARIO 4)

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Exhibit 6A
City of Palm Beach Gardens Tennis Center/Regional Park - Existing Test 1 Link Analysis

Roadway	Link	Dir	AM PEAK HOUR Existing (2015) (1)	Service Volume	Meets Std?
Local Roads					
117th Court N (2)	Central Blvd to Eastern Terminus	EB	718	880	Yes
	Central Blvd to Eastern Terminus	WB	603	880	Yes
Shady Lakes Dr (3)	PGA Blvd to Northern Terminus	NB	27	880	Yes
	PGA Blvd to Northern Terminus	SB	64	880	Yes

Roadway	Link	Dir	PM PEAK HOUR Existing (2015) (1)	Service Volume	Meets Std?
Local Roads					
117th Court N (2)	Central Blvd to Eastern Terminus	EB	388	880	Yes
	Central Blvd to Eastern Terminus	WB	517	880	Yes
Shady Lakes Dr (3)	PGA Blvd to Northern Terminus	NB	66	880	Yes
	PGA Blvd to Northern Terminus	SB	43	880	Yes

(1) Count data provided in Appendix A.
(2) Counts taken on 9/17/15 and 11/12/15 while school was in session. Road accesses two schools.
(3) Count taken on 9/17/15. Applied a peak season factor.

Exhibit 6B
PBG Tennis Center/Regional Park - Scenario 1
Test 1 Link Analysis

Roadway	Link	Dir	AM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2020)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	718	-	37	37	755	4	759	880	Yes
	Central Blvd to Eastern Terminus	WB	603	-	31	31	634	4	638	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	27	-	1	1	28		28	880	Yes
	PGA Blvd to Northern Terminus	SB	64	-	3	3	67		67	880	Yes

Roadway	Link	Dir	PM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2020)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	388	-	20	20	408	10	418	880	Yes
	Central Blvd to Eastern Terminus	WB	517	-	26	26	543	9	552	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	66	-	3	3	69		69	880	Yes
	PGA Blvd to Northern Terminus	SB	43	-	2	2	45		45	880	Yes

(1) Count data provided in Appendix A.
(2) Committed development data from County TPS Database. See Appendix B. Growth represents 1% per year.
(3) Counts taken on 9/17/15 and 11/12/15 while school was in session. Road accesses two schools.
(4) Count taken on 9/17/15. Applied a peak season factor.

Exhibit 6C
PBG Tennis Center/Regional Park - Scenario 2
Test 1 Link Analysis

Roadway	Link	Dir	AM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2030)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	718	-	56	56	774	5	779	880	Yes
	Central Blvd to Eastern Terminus	WB	603	-	47	47	650	5	655	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	27	-	2	2	29		29	880	Yes
	PGA Blvd to Northern Terminus	SB	64	-	5	5	69		69	880	Yes

Roadway	Link	Dir	PM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2030)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	388	-	30	30	418	33	451	880	Yes
	Central Blvd to Eastern Terminus	WB	517	-	40	40	557	21	578	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	66	-	5	5	71		71	880	Yes
	PGA Blvd to Northern Terminus	SB	43	-	3	3	47		47	880	Yes

(1) Count data provided in Appendix A.
(2) Committed development data from County TPS Database. See Appendix B. Growth represents 0.5% per year.
(3) Counts taken on 9/17/15 and 11/12/15 while school was in session. Road accesses two schools.
(4) Count taken on 9/17/15. Applied a peak season factor.

Exhibit 6D
PBG Tennis Center/Regional Park - Scenario 3
Test 1 Link Analysis

Roadway	Link	Dir	AM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2030)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	718	-	56	56	774	6	780	880	Yes
	Central Blvd to Eastern Terminus	WB	603	-	47	47	650	6	656	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	27	-	2	2	29		29	880	Yes
	PGA Blvd to Northern Terminus	SB	64	-	5	5	69		69	880	Yes

Roadway	Link	Dir	PM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Project	Total (2030)	Service Volume	Meets Std?
Local Roads											
117th Court N (3)	Central Blvd to Eastern Terminus	EB	388	-	30	30	418	37	455	880	Yes
	Central Blvd to Eastern Terminus	WB	517	-	40	40	557	24	581	880	Yes
Shady Lakes Dr (4)	PGA Blvd to Northern Terminus	NB	66	-	5	5	71		71	880	Yes
	PGA Blvd to Northern Terminus	SB	43	-	3	3	47		47	880	Yes

(1) Count data provided in Appendix A.
(2) Committed development data from County TPS Database. See Appendix B. Growth represents 0.5% per year.
(3) Counts taken on 9/17/15 and 11/12/15 while school was in session. Road accesses two schools.
(4) Count taken on 9/17/15. Applied a peak season factor.

Exhibit 6E
PBG Tennis Center/Regional Park - Scenario 4
Test 1 Link Analysis

Roadway	Link	Dir	AM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Diversion to Shady Lakes (5)	Project (5)	Total (2030)	Service Volume	Meets Std?
Local Roads												
117th Court N (3)	Central Blvd to Shady Lakes Dr	EB	718	-	56	56	774	(232)	3	545	880	Yes
	Central Blvd to Shady Lakes Dr	WB	603	-	47	47	650	(195)	3	458	880	Yes
Shady Lakes Dr (4)	PGA Blvd to 117th Court N	NB	27	-	2	2	29	232	3	264	880	Yes
	PGA Blvd to 117th Court N	SB	64	-	5	5	69	195	3	266	880	Yes

Roadway	Link	Dir	PM PEAK HOUR Existing (2015) (1)	Committed Dev. Analysis (2) Projects	Growth	Total	Total Bkgd.	Diversion to Shady Lakes (5)	Project (5)	Total (2030)	Service Volume	Meets Std?
Local Roads												
117th Court N (3)	Central Blvd to Shady Lakes Dr	EB	388	-	30	30	418	(125)	20	313	880	Yes
	Central Blvd to Shady Lakes Dr	WB	517	-	40	40	557	(167)	13	403	880	Yes
Shady Lakes Dr (4)	PGA Blvd to 117th Court N	NB	66	-	5	5	71	125	17	213	880	Yes
	PGA Blvd to 117th Court N	SB	43	-	3	3	47	167	11	225	880	Yes

(1) Count data provided in Appendix A.
(2) Committed development data from County TPS Database. See Appendix B. Growth represents 0.5% per year.
(3) Counts taken on 9/17/15 and 11/12/15 while school was in session. Road accesses two schools.
(4) Count taken on 9/17/15. Applied a peak season factor.
(5) Refer to Exhibits 5A for background traffic redistribution and 5B for project traffic distribution.

Exhibit 7
PBG Tennis Center/Regional Park
HCS Operational Intersection Analysis (1)

Intersection		AM Peak Hour								PM Peak Hour							
		Existing - 2015		Scenario 1 - 2020		Scenario 3 - 2030		Scenario 4 - 2030		Existing - 2015		Scenario 1 - 2020		Scenario 3 - 2030		Scenario 4 - 2030	
		Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS	Intersect. Delay (sec)	LOS
PGA Blvd / Shady Lakes Dr	Existing Lanes	8.4	A	10.6	B	12.0	B	32.5	C*	7.8	A	11.8	B	14.6	B	26.1	C*
	With Improvements							46.5	D							53.8	D
								53.2	D							54.0	D
	Proposed Improvements							Retiming, 2nd SBLT								Retiming, 2nd SBLT	
								Retiming, SB Restriping								Retiming, SB Restriping	
117th Court N / Central Blvd	Existing Lanes	38.3	D	125.0	F	200.6	F	224.7	F	24.0	C	40.2	D	63.3	E	67.4	E
	With Improvements			33.3	C	41.3	D	47.0	D					31.5	C	37.3	D
	Proposed Improvements			Retiming 2nd WBLT		Retiming 2nd WBLT 2nd SBLT		Retiming 2nd SBLT						Retiming		Retiming 2nd SBLT	

(1) See Appendix C for intersection capacity analyses.
* The southbound left turn movement has excessive delays with LOS F. Modifications are required to eliminate this failure.

APPENDIX A

PGA BOULEVARD & HICKORY DRIVE
PALM BEACH GARDENS, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150180
Start Date: 09/17/15
File I.D. : PGA_HICK
Page : 1

ALL VEHICLES

	SHADY LAKES DRIVE From North				PGA BOULEVARD From East				HICKORY DRIVE From South				PGA BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/17/15																	
07:00	0	1	0	4	3	5	198	2	0	3	0	3	0	0	219	1	439
07:15	0	7	0	13	1	7	292	1	0	13	0	8	0	1	322	3	668
07:30	0	9	0	8	4	1	421	1	0	15	0	2	0	4	450	11	926
07:45	0	7	0	2	4	5	402	0	0	15	0	5	0	4	525	11	980
Hr Total	0	24	0	27	12	18	1313	4	0	46	0	18	0	9	1516	26	3013
08:00	0	7	0	11	4	13	342	4	0	9	1	10	1	6	567	10	985
08:15	0	4	0	6	10	18	351	2	0	14	0	7	0	2	537	6	957
08:30	0	10	1	11	1	7	404	3	0	16	0	8	0	3	494	12	970
08:45	0	6	0	8	6	12	349	3	0	12	1	18	1	1	469	7	893
Hr Total	0	27	1	36	21	50	1446	12	0	51	2	43	2	12	2067	35	3805
* BREAK *																	
14:00	0	2	0	3	16	10	295	5	0	11	2	10	7	2	285	6	654
14:15	0	5	0	1	11	6	287	2	0	18	0	10	1	1	273	6	621
14:30	0	6	0	10	11	10	280	5	0	14	0	7	2	4	282	6	637
14:45	0	3	0	3	15	11	310	3	0	10	0	14	2	2	315	6	694
Hr Total	0	16	0	17	53	37	1172	15	0	53	2	41	12	9	1155	24	2606
15:00	1	4	0	6	23	6	301	7	0	14	0	10	3	2	298	8	683
15:15	0	3	0	1	14	16	417	4	0	14	0	3	4	3	308	9	796
15:30	0	3	2	1	10	13	355	5	0	15	0	3	2	4	338	9	760
15:45	0	6	0	5	11	15	384	5	0	16	1	8	1	0	320	19	791
Hr Total	1	16	2	13	58	50	1457	21	0	59	1	24	10	9	1264	45	3030
16:00	0	6	0	2	11	6	403	3	0	17	0	14	1	7	330	7	807
16:15	0	2	1	2	5	17	358	6	0	13	3	19	0	6	351	9	792
16:30	0	4	1	6	13	19	402	8	0	13	0	9	1	5	374	9	864
16:45	0	3	1	0	15	21	437	12	0	13	0	11	2	10	343	13	881
Hr Total	0	15	3	10	44	63	1600	29	0	56	3	53	4	28	1398	38	3344
17:00	0	10	1	0	14	20	488	10	0	26	3	21	3	9	393	21	1019
17:15	0	3	2	2	15	21	485	4	1	9	1	13	2	5	365	16	944
17:30	0	6	1	2	14	28	509	8	0	12	0	12	2	3	401	14	1012
17:45	0	5	0	8	17	24	531	13	0	16	0	24	5	5	413	12	1073
Hr Total	0	24	4	12	60	93	2013	35	1	63	4	70	12	22	1572	63	4048
TOTAL	1	122	10	115	248	311	9001	116	1	328	12	249	40	89	8972	231	19846

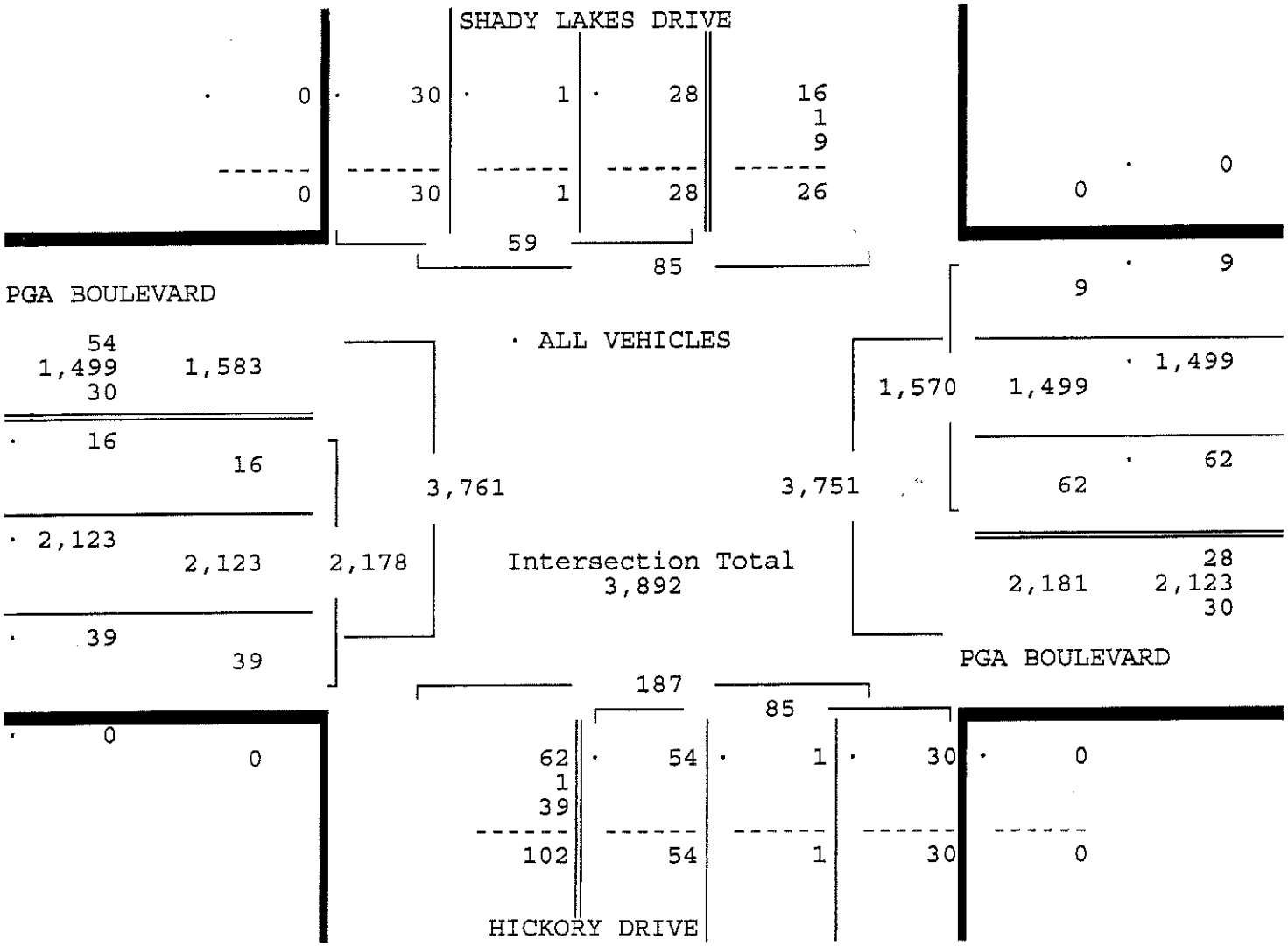
PGA BOULEVARD & HICKORY DRIVE
PALM BEACH GARDENS, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150180
Start Date: 09/17/15
File I.D. : PGA_HICK
Page : 2

ALL VEHICLES

	SHADY LAKES DRIVE From North				PGA BOULEVARD From East				HICKORY DRIVE From South				PGA BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/17/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/17/15																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	28	1	30	19	43	1499	9	0	54	1	30	1	15	2123	39	
Percent	0%	47%	2%	51%	1%	3%	95%	1%	0%	64%	1%	35%	0%	1%	97%	2%	
Pk total	59				1570				85				2178				
Highest	08:30				08:30				08:30				08:00				
Volume	0	10	1	11	1	7	404	3	0	16	0	8	1	6	567	10	
Hi total	22				415				24				584				
PHF	.67				.95				.89				.93				



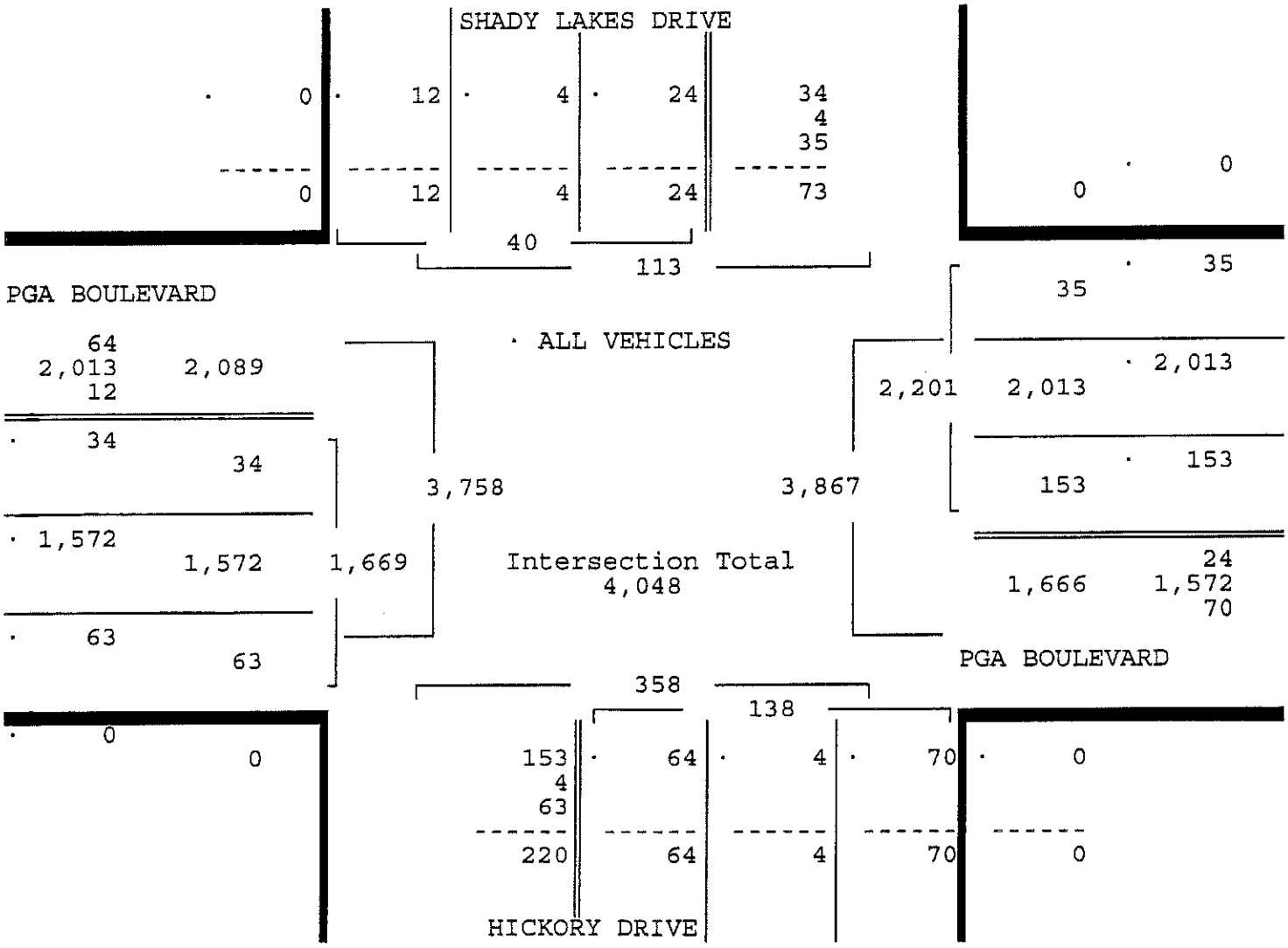
PGA BOULEVARD & HICKORY DRIVE
PALM BEACH GARDENS, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150180
Start Date: 09/17/15
File I.D. : PGA_HICK
Page : 3

ALL VEHICLES

	SHADY LAKES DRIVE From North				PGA BOULEVARD From East				HICKORY DRIVE From South				PGA BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/17/15																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 09/17/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	24	4	12	60	93	2013	35	1	63	4	70	12	22	1572	63	
Percent	0%	60%	10%	30%	3%	4%	91%	2%	1%	46%	3%	51%	1%	1%	94%	4%	
Pk total	40				2201				138				1669				
Highest	17:45				17:45				17:00				17:45				
Volume	0	5	0	8	17	24	531	13	0	26	3	21	5	5	413	12	
Hi total	13				585				50				435				
PHF	.77				.94				.69				.96				



PGA BOULEVARD & HICKORY DRIVE
PALM BEACH GARDENS, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150180
Start Date: 09/17/15
File I.D. : PGA_HICK
Page : 1

PEDESTRIANS & BIKES

	SHADY LAKES DRIVE From North				PGA BOULEVARD From East				HICKORY DRIVE From South				PGA BOULEVARD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 09/17/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Hr Total	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	2	6
* BREAK *																	
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	1	6
15:00	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	4
TOTAL	0	5	0	6	0	0	0	3	0	7	0	6	0	0	0	3	30

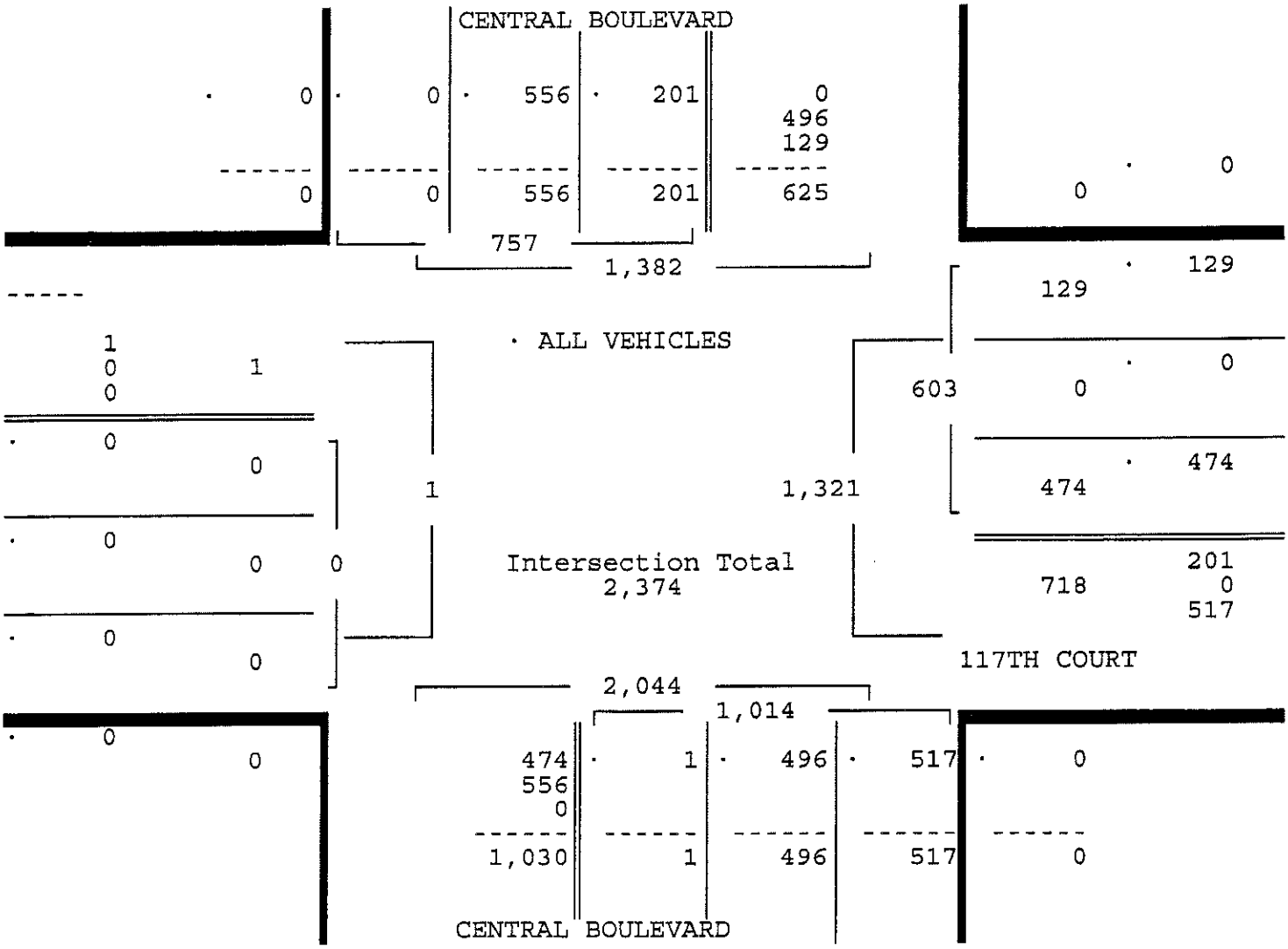
CENTRAL BOULEVARD & 117TH COURT
PALM BEACH GARDENS, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150180
Start Date: 09/17/15
File I.D. : 117CCENT
Page : 2

ALL VEHICLES

	CENTRAL BOULEVARD From North				117TH COURT From East				CENTRAL BOULEVARD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/17/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/17/15																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	201	556	0	1	473	0	129	1	0	496	517	0	0	0	0	
Percent	0%	27%	73%	0%	0%	78%	0%	21%	0%	0%	49%	51%	0%	0%	0%	0%	
Pk total	757				603				1014				0				
Highest	07:45				07:45				07:45				07:00				
Volume	0	82	173	0	1	155	0	37	1	0	120	187	0	0	0	0	
Hi total	255				193				308				0				
PHF	.74				.78				.82				.0				



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

CENTRAL BOULEVARD & 117TH COURT
PALM BEACH GARDENS, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
SIGNALIZED

Site Code : 00150180
Start Date: 11/12/15
File I.D. : 117CTCEN
Page : 1

ALL VEHICLES

	CENTRAL BOULEVARD From North				117TH COURT From East				CENTRAL BOULEVARD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/15																	
14:00	2	17	74	0	0	116	0	41	0	0	103	62	0	0	0	0	415
14:15	0	5	97	0	0	37	0	12	0	0	113	20	0	0	0	0	284
14:30	0	4	131	0	0	13	0	8	0	0	103	7	0	0	0	0	266
14:45	0	9	141	0	0	13	0	11	0	0	117	20	0	0	0	0	311
Hr Total	2	35	443	0	0	179	0	72	0	0	436	109	0	0	0	0	1276
15:00	2	13	133	0	0	32	0	8	0	0	99	30	0	0	0	0	317
15:15	1	23	92	0	0	16	0	6	0	0	103	34	0	0	0	0	275
15:30	0	25	124	0	0	42	0	20	0	0	119	57	0	0	0	0	387
15:45	1	38	150	0	1	42	0	19	0	0	114	66	0	0	0	0	431
Hr Total	4	99	499	0	1	132	0	53	0	0	435	187	0	0	0	0	1410
16:00	0	37	136	0	0	113	0	82	0	0	101	73	0	0	0	0	542
16:15	1	42	155	0	0	118	0	80	0	0	100	48	0	0	0	0	544
16:30	0	15	157	0	0	38	0	21	0	0	110	30	0	0	0	0	371
16:45	1	13	128	0	0	28	0	11	0	0	116	40	0	0	0	0	337
Hr Total	2	107	576	0	0	297	0	194	0	0	427	191	0	0	0	0	1794
17:00	0	14	174	0	0	40	0	15	0	0	110	48	0	0	0	0	401
17:15	0	16	176	0	0	75	0	18	0	0	142	45	0	0	0	0	472
17:30	0	13	133	0	0	53	0	18	0	0	126	45	0	0	0	0	388
17:45	0	11	140	0	0	39	0	32	0	0	121	23	0	0	0	0	366
Hr Total	0	54	623	0	0	207	0	83	0	0	499	161	0	0	0	0	1627
TOTAL	8	295	2141	0	1	815	0	402	0	0	1797	648	0	0	0	0	6107

PST 1.65

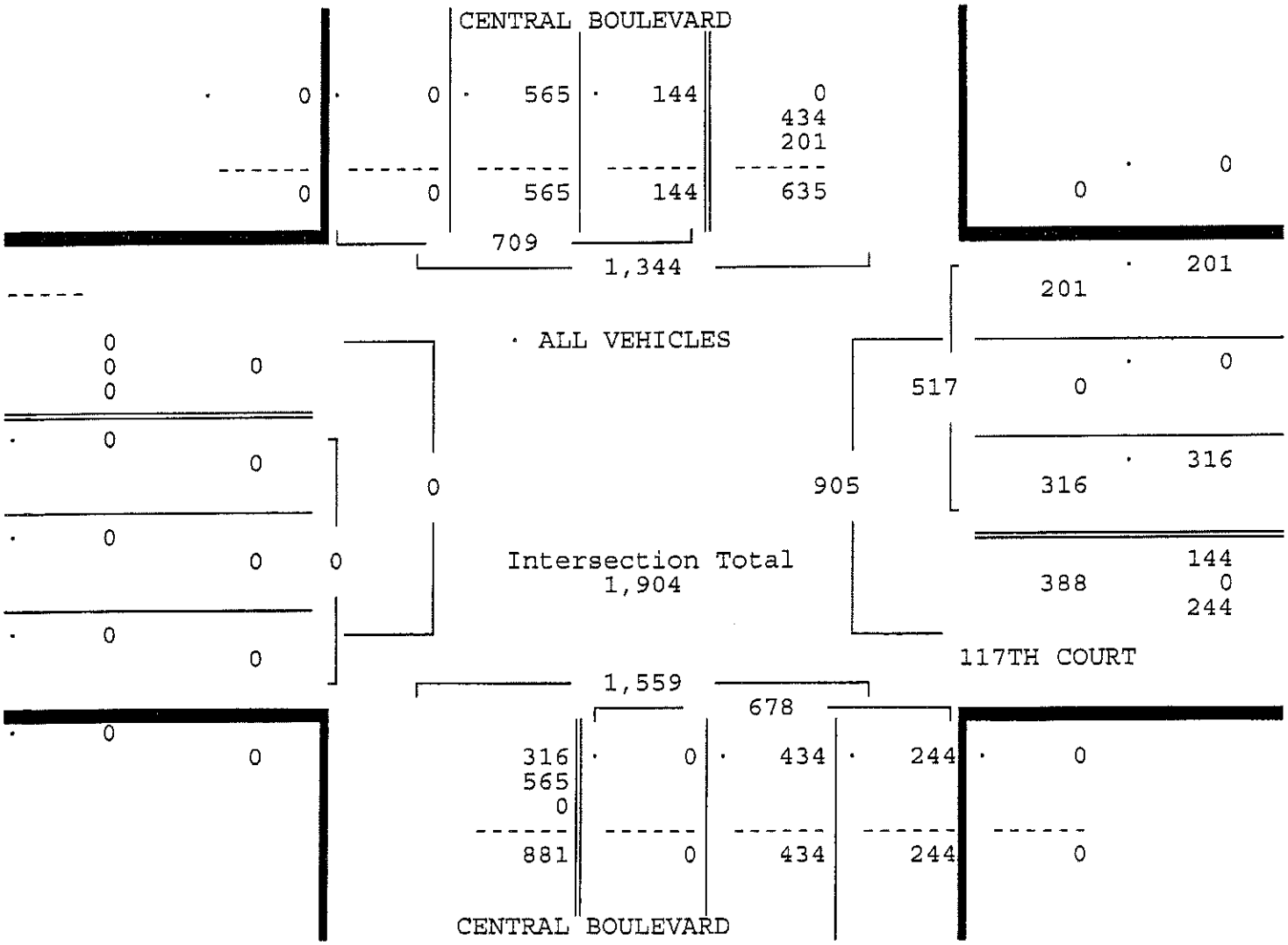
CENTRAL BOULEVARD & 117TH COURT
PALM BEACH GARDENS, FLORIDA
COUNTED BY: MARCELLO MINO-WILZEK
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00150180
Start Date: 11/12/15
File I.D. : 117CTCEN
Page : 2

ALL VEHICLES

	CENTRAL BOULEVARD From North				117TH COURT From East				CENTRAL BOULEVARD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/15																	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 18:00 on 11/12/15																	
Peak start	15:30				15:30				15:30				15:30				
Volume	2	142	565	0	1	315	0	201	0	0	434	244	0	0	0	0	
Percent	0%	20%	80%	0%	0%	61%	0%	39%	0%	0%	64%	36%	0%	0%	0%	0%	
Pk total	709				517				678				0				
Highest	16:15				16:15				15:45				14:00				
Volume	1	42	155	0	0	118	0	80	0	0	114	66	0	0	0	0	
Hi total	198				198				180				0				
PHF	.90				.65				.94				.0				



2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9301 CEN.-W OF US1 TO SR7

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.01
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.00	1.04
4	01/19/2014 - 01/25/2014	0.99	1.03
* 5	01/26/2014 - 02/01/2014	0.98	1.02
* 6	02/02/2014 - 02/08/2014	0.97	1.01
* 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.95	0.99
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.95	0.99
*11	03/09/2014 - 03/15/2014	0.95	0.99
*12	03/16/2014 - 03/22/2014	0.95	0.99
*13	03/23/2014 - 03/29/2014	0.96	1.00
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	0.99	1.03
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.04	1.08
25	06/15/2014 - 06/21/2014	1.05	1.09
26	06/22/2014 - 06/28/2014	1.06	1.10
27	06/29/2014 - 07/05/2014	1.07	1.11
28	07/06/2014 - 07/12/2014	1.07	1.11
29	07/13/2014 - 07/19/2014	1.08	1.13
30	07/20/2014 - 07/26/2014	1.07	1.11
31	07/27/2014 - 08/02/2014	1.06	1.10
32	08/03/2014 - 08/09/2014	1.05	1.09
33	08/10/2014 - 08/16/2014	1.04	1.08
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.04	1.08
37	09/07/2014 - 09/13/2014	1.04	1.08
38	09/14/2014 - 09/20/2014	1.04	1.08 ←
39	09/21/2014 - 09/27/2014	1.03	1.07
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.98	1.02
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	1.01	1.05 ←
47	11/16/2014 - 11/22/2014	1.01	1.05
48	11/23/2014 - 11/29/2014	1.00	1.04
49	11/30/2014 - 12/06/2014	0.99	1.03
50	12/07/2014 - 12/13/2014	0.98	1.02
51	12/14/2014 - 12/20/2014	0.97	1.01
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.00	1.04

* PEAK SEASON

APPENDIX B

Scenario 1

Input Data

ROAD NAME: PGA Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2020
GROWTH RATE: 0.81%

STATION: 2609
FROM: Midpoint
TO: N Military Trl
COUNT DATE: 2/23/2015
PSF: 1

Report Created: 10/27/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4217	2306	1911	4210	1995	2215
Peak Volume	4217	2306	1911	4210	1995	2215
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4217	2306	1911	4210	1995	2215

Committed Developments							Type	% Complete
Old Palm Golf Club	58	43	15	72	27	45	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	10	5	4	19	9	9	NR	50%
Paloma	4	1	3	5	3	2	Res	75%
Regional Center DRI	8	5	3	16	7	9	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	10	5	5	19	9	10	NR	90%
PGA Commons (Parcels 2&3)	5	2	3	15	8	7	NR	95%
Donald Ross Village	1	1	1	3	1	1	NR	80%
Northlake Square East	0	0	0	0	0	0	NR	100%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	3	2	1	10	5	5	NR	90%
Southampton	39	31	8	51	18	33	Res	0%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	29	21	8	42	15	27	NR	44%
Parcel 5A	105	86	19	98	20	77	NR	0%
Florida Research Park	74	10	64	92	75	17	NR	15%
Mirasol	49	29	20	42	18	24	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Cimarron Cove	63	28	35	100	54	46	NR	0%
Covenant Church Site	0	0	0	0	0	0	NR	100%
Minto West	14	7	7	28	19	8	NR	0%
Palm Beach Gradens Elem.	8	4	4	3	1	1	NR	65%
Divosta Office Parcel II Bank	14	5	9	24	14	10	NR	0%
PBOI Medical Campus	6	4	1	8	2	6	NR	0%
Loehmann's Plaza	26	20	6	86	40	46	NR	7%
FAU Jupiter	27	5	22	26	21	5	NR	20%
Briger West	9	2	7	16	9	6	Res	0%
Briger East	38	28	11	44	14	29	NR	0%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	8	4	4	19	10	9	NR	87%
Ballenisles SE Outparcel	104	22	82	131	95	37	NR	0%
Total Committed Developments	723	375	348	984	501	477		
Total Committed Residential	159	106	53	186	75	110		
Total Committed Non-Residential	564	269	295	798	426	367		
Double Count Reduction	40	27	13	47	19	28		
Total Discounted Committed Developments	683	348	335	937	482	449		

Added Add'l projects

Scenario 1

Input Data

ROAD NAME: PGA Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2020
GROWTH RATE: 0.81%

STATION: 2609
FROM: Central Blvd
TO: Midpoint
COUNT DATE: 2/23/2015
PSF: 1

Report Created: 10/27/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4217	2306	1911	4210	1995	2215
Peak Volume	4217	2306	1911	4210	1995	2215
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4217	2306	1911	4210	1995	2215

Committed Developments							Type	% Complete
Old Palm Golf Club	58	43	15	72	27	45	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	10	5	4	19	9	9	NR	50%
Paloma	4	1	3	5	3	2	Res	75%
Regional Center DRI	8	5	3	16	7	9	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	9	5	4	16	9	8	NR	90%
PGA Commons (Parcels 2&3)	3	2	1	9	4	5	NR	95%
Donald Ross Village	1	1	1	3	1	1	NR	80%
Northlake Square East	0	0	0	0	0	0	NR	100%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	3	2	1	10	5	5	NR	90%
Southampton	39	31	8	51	18	33	Res	0%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	29	21	8	42	15	27	NR	44%
Parcel 5A	105	86	19	98	20	77	NR	0%
Florida Research Park	74	10	64	92	75	17	NR	15%
Mirasol	49	29	20	42	18	24	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Cimarron Cove	63	28	35	100	54	46	NR	0%
Covenant Church Site	0	0	0	0	0	0	NR	100%
Minto West	14	7	7	28	19	8	NR	0%
Palm Beach Gradens Elem.	8	4	4	3	1	1	NR	65%
Divosta Office Parcel II Bank	7	5	2	12	5	7	NR	0%
PBOI Medical Campus	6	4	1	8	2	6	NR	0%
Loehmann's Plaza	26	20	6	86	40	46	NR	7%
FAU Jupiter	27	5	22	26	21	5	NR	20%
Briger West	9	2	7	16	9	6	Res	0%
Briger East	38	28	11	44	14	29	NR	0%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	8	4	4	19	10	9	NR	87%
Bailenisles SE Outparcel	104	22	82	131	95	37	NR	0%
Total Committed Developments	713	375	338	963	488	470		
Total Committed Residential	159	106	53	186	75	110		
Total Committed Non-Residential	554	269	285	777	413	360		
Double Count Reduction	40	27	13	47	19	28		
Total Discounted Committed Developments	673	348	325	916	469	442		

Scenario 1

Input Data

ROAD NAME: Central Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2020
GROWTH RATE: 2.98%

STATION: 2608
FROM: Midpoint
TO: Hood Rd
COUNT DATE: 2/2/2015
PSF: 1

Report Created: 10/27/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2180	1174	1008	1480	659	902
Peak Volume	2180	1174	1008	1480	659	902
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2180	1174	1008	1480	659	902

Committed Developments							Type	% Complete
Frenchman's Reserve	4	1	3	5	3	2	Res	85%
Old Palm Golf Club	48	36	12	60	22	38	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	84	47	37	165	83	83	NR	50%
Paloma	11	8	2	14	5	9	Res	75%
Regional Center DRI	2	1	1	4	2	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	2	1	1	4	2	2	NR	90%
PGA Commons (Parcels 2&3)	1	0	1	2	1	1	NR	95%
Donald Ross Village	20	10	10	36	18	18	NR	80%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Southampton	33	26	7	43	15	28	Res	0%
Hood Road Residential	5	1	4	6	4	2	Res	50%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	6	2	5	9	6	3	NR	44%
Mirasol	5	2	3	4	2	2	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	246	109	137	389	209	180	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
Loehmann's Plaza	5	1	4	17	9	8	NR	7%
FAU Jupiter	107	88	19	103	20	83	NR	20%
Briger West	20	5	16	34	20	14	Res	0%
Briger East	179	130	50	204	67	137	NR	0%
Jewish Community Center	46	26	20	16	6	10	NR	50%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	3	1	2	8	4	4	NR	87%
Ballenisles SE Outparcel	23	5	18	29	21	8	NR	0%
Total Committed Developments	926	536	392	1259	571	690		
Total Committed Residential	126	79	47	166	71	95		
Total Committed Non-Residential	800	457	345	1093	500	595		
Double Count Reduction	32	20	12	42	18	24		
Total Discounted Committed Developments	894	516	380	1217	553	666		

Scnario 1

Input Data

ROAD NAME: Central Blvd
CURRENT YEAR: 2015 ✓
ANALYSIS YEAR: 2020 ✓
GROWTH RATE: 2.98%

STATION: 2608
FROM: Pga Blvd
TO: Midpoint
COUNT DATE: 2/2/2015
PSF: 1

Report Created: 10/27/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2180	1174	1008	1480	659	902
Peak Volume	2180	1174	1008	1480	659	902
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2180	1174	1008	1480	659	902

Committed Developments							Type	% Complete
Frenchman's Reserve	4	1	3	5	3	2	Res	85%
Old Palm Golf Club	33	8	25	41	26	15	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	29	13	16	57	28	28	NR	50%
Paloma	9	2	7	11	7	4	Res	75%
Regional Center DRI	2	1	1	4	2	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	2	1	1	4	2	2	NR	90%
PGA Commons (Parcels 2&3)	1	0	1	2	1	1	NR	95%
Donald Ross Village	20	10	10	36	18	18	NR	80%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Southampton	61	13	48	79	51	28	Res	0%
Hood Road Residential	5	1	4	6	4	2	Res	50%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	6	2	5	9	6	3	NR	44%
Mirasol	5	2	3	4	2	2	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	132	74	59	209	97	113	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
Loehmann's Plaza	5	1	4	17	9	8	NR	7%
FAU Jupiter	107	88	19	103	20	83	NR	20%
Briger West	20	5	16	34	20	14	Res	0%
Briger East	179	130	50	204	67	137	NR	0%
Jewish Community Center	46	26	20	16	6	10	NR	50%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	3	1	2	8	4	4	NR	87%
Ballenisles SE Outparcel	23	5	18	29	21	8	NR	0%
Total Committed Developments	768	420	352	985	446	540		
Total Committed Residential	137	32	106	180	113	67		
Total Committed Non-Residential	631	388	246	805	333	473		
Double Count Reduction	34	8	27	45	28	17		
Total Discounted Committed Developments	734	412	325	940	418	523		

Scenario 2-4

Input Data

ROAD NAME: PGA Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2030
GROWTH RATE: 0.81%

STATION: 2609
FROM: Midpoint
TO: N Military Trl
COUNT DATE: 2/23/2015
PSF: 1

Report Created: 10/26/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4217	2306	1911	4210	1995	2215
Peak Volume	4217	2306	1911	4210	1995	2215
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4217	2306	1911	4210	1995	2215

Committed Developments							Type	% Complete
Old Palm Golf Club	58	43	15	72	27	45	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	10	5	4	19	9	9	NR	50%
Paloma	4	1	3	5	3	2	Res	75%
Regional Center DRI	8	5	3	16	7	9	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	10	5	5	19	9	10	NR	90%
PGA Commons (Parcels 2&3)	5	2	3	15	8	7	NR	95%
Donald Ross Village	1	1	1	3	1	1	NR	80%
Northlake Square East	0	0	0	0	0	0	NR	100%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	3	2	1	10	5	5	NR	90%
Southampton	39	31	8	51	18	33	Res	0%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	29	21	8	42	15	27	NR	44%
Parcel 5A	105	86	19	98	20	77	NR	0%
Florida Research Park	192	25	167	240	195	45	NR	15%
Mirasol	49	29	20	42	18	24	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Cimarron Cove	63	28	35	100	54	46	NR	0%
Covenant Church Site	0	0	0	0	0	0	NR	100%
Minto West	41	20	21	83	57	25	NR	0%
Palm Beach Gradens Elem.	8	4	4	3	1	1	NR	65%
Divosta Office Parcel II Bank	14	5	9	24	14	10	NR	0%
PBOI Medical Campus	6	4	1	8	2	6	NR	0%
Loehmann's Plaza	26	20	6	86	40	46	NR	7%
FAU Jupiter	27	5	22	26	21	5	NR	20%
Briger West	28	6	22	47	28	19	Res	0%
Briger East	115	83	32	131	43	88	NR	0%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	8	4	4	19	10	9	NR	87%
Ballenisles SE Outparcel	104	22	82	131	95	37	NR	0%
Total Committed Developments	964	462	501	1305	707	594		
Total Committed Residential	178	110	68	217	94	123		
Total Committed Non-Residential	786	352	433	1088	613	471		
Double Count Reduction	45	28	17	54	24	31		
Total Discounted Committed Developments	919	434	484	1251	683	563		

Scenarios 2-4

Input Data

ROAD NAME: PGA Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2030
GROWTH RATE: 0.81%

STATION: 2609
FROM: Central Blvd
TO: Midpoint
COUNT DATE: 2/23/2015
PSF: 1

Report Created: 10/26/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4217	2306	1911	4210	1995	2215
Peak Volume	4217	2306	1911	4210	1995	2215
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4217	2306	1911	4210	1995	2215

Committed Developments							Type	% Complete
Old Palm Golf Club	58	43	15	72	27	45	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	10	5	4	19	9	9	NR	50%
Paloma	4	1	3	5	3	2	Res	75%
Regional Center DRI	8	5	3	16	7	9	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	9	5	4	16	9	8	NR	90%
PGA Commons (Parcels 2&3)	3	2	1	9	4	5	NR	95%
Donald Ross Village	1	1	1	3	1	1	NR	80%
Northlake Square East	0	0	0	0	0	0	NR	100%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	3	2	1	10	5	5	NR	90%
Southampton	39	31	8	51	18	33	Res	0%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	29	21	8	42	15	27	NR	44%
Parcel 5A	105	86	19	98	20	77	NR	0%
Florida Research Park	192	25	167	240	195	45	NR	15%
Mirasol	49	29	20	42	18	24	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Cimarron Cove	63	28	35	100	54	46	NR	0%
Covenant Church Site	0	0	0	0	0	0	NR	100%
Minto West	41	20	21	83	57	25	NR	0%
Palm Beach Gradens Elem.	8	4	4	3	1	1	NR	65%
Divosta Office Parcel II Bank	7	5	2	12	5	7	NR	0%
PBOI Medical Campus	6	4	1	8	2	6	NR	0%
Loehmann's Plaza	26	20	6	86	40	46	NR	7%
FAU Jupiter	27	5	22	26	21	5	NR	20%
Briger West	28	6	22	47	28	19	Res	0%
Briger East	115	83	32	131	43	88	NR	0%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	8	4	4	19	10	9	NR	87%
Ballenisles SE Outparcel	104	22	82	131	95	37	NR	0%
Total Committed Developments	954	462	491	1284	694	587		
Total Committed Residential	178	110	68	217	94	123		
Total Committed Non-Residential	776	352	423	1067	600	464		
Double Count Reduction	45	28	17	54	24	31		
Total Discounted Committed Developments	909	434	474	1230	670	556		

Scenarios 2-4

Input Data

ROAD NAME: Central Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2030
GROWTH RATE: 2.98%

STATION: 2608
FROM: Pga Blvd
TO: Midpoint
COUNT DATE: 2/2/2015
PSF: 1

Report Created: 10/26/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2180	1174	1008	1480	659	902
Peak Volume	2180	1174	1008	1480	659	902
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2180	1174	1008	1480	659	902

Committed Developments							Type	% Complete
Frenchman's Reserve	4	1	3	5	3	2	Res	85%
Old Palm Golf Club	33	8	25	41	26	15	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	29	13	16	57	28	28	NR	50%
Paloma	9	2	7	11	7	4	Res	75%
Regional Center DRI	2	1	1	4	2	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	2	1	1	4	2	2	NR	90%
PGA Commons (Parcels 2&3)	1	0	1	2	1	1	NR	95%
Donald Ross Village	20	10	10	36	18	18	NR	80%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Southampton	61	13	48	79	51	28	Res	0%
Hood Road Residential	5	1	4	6	4	2	Res	50%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	6	2	5	9	6	3	NR	44%
Mirasol	5	2	3	4	2	2	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	132	74	59	209	97	113	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
Loehmann's Plaza	5	1	4	17	9	8	NR	7%
FAU Jupiter	107	88	19	103	20	83	NR	20%
Briger West	61	14	47	103	61	41	Res	0%
Briger East	538	389	149	613	201	412	NR	0%
Jewish Community Center	46	26	20	16	6	10	NR	50%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	3	1	2	8	4	4	NR	87%
Ballenisles SE Outparcel	23	5	18	29	21	8	NR	0%
Total Committed Developments	1168	688	482	1463	621	842		
Total Committed Residential	178	41	137	249	154	94		
Total Committed Non-Residential	990	647	345	1214	467	748		
Double Count Reduction	45	10	34	62	39	24		
Total Discounted Committed Developments	1123	678	448	1401	582	818		

Scenarios 2-4

Input Data

ROAD NAME: Central Blvd
CURRENT YEAR: 2015
ANALYSIS YEAR: 2030
GROWTH RATE: 2.98%

STATION: 2608
FROM: Midpoint
TO: Hood Rd
COUNT DATE: 2/2/2015
PSF: 1

Report Created: 10/26/2015

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2180	1174	1008	1480	659	902
Peak Volume	2180	1174	1008	1480	659	902
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2180	1174	1008	1480	659	902

Committed Developments							Type	% Complete
Frenchman's Reserve	4	1	3	5	3	2	Res	85%
Old Palm Golf Club	48	36	12	60	22	38	Res	45%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	84	47	37	165	83	83	NR	50%
Paloma	11	8	2	14	5	9	Res	75%
Regional Center DRI	2	1	1	4	2	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	2	1	1	4	2	2	NR	90%
PGA Commons (Parcels 2&3)	1	0	1	2	1	1	NR	95%
Donald Ross Village	20	10	10	36	18	18	NR	80%
Gardens Station East & West	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Southampton	33	26	7	43	15	28	Res	0%
Hood Road Residential	5	1	4	6	4	2	Res	50%
The Pointe	0	0	0	0	0	0	NR	100%
Parcel 5B	6	2	5	9	6	3	NR	44%
Mirasol	5	2	3	4	2	2	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	246	109	137	389	209	180	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
Loehmann's Plaza	5	1	4	17	9	8	NR	7%
FAU Jupiter	107	88	19	103	20	83	NR	20%
Briger West	61	14	47	103	61	41	Res	0%
Briger East	538	389	149	613	201	412	NR	0%
Jewish Community Center	46	26	20	16	6	10	NR	50%
Franklin Academy PBG	0	0	0	0	0	0	NR	100%
LA FITNESS PLAZA	3	1	2	8	4	4	NR	87%
Ballenisles SE Outparcel	23	5	18	29	21	8	NR	0%
Total Committed Developments	1326	804	522	1737	746	992		
Total Committed Residential	167	88	78	235	112	122		
Total Committed Non-Residential	1159	716	444	1502	634	870		
Double Count Reduction	42	22	20	59	28	31		
Total Discounted Committed Developments	1284	782	502	1678	718	961		

APPENDIX C

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Existing

PGA Blvd & Shady Lakes Dr

(Existing Geometrics)

Growth Rate =	NA
Peak Season =	1.08
Buildout Year =	2015
Years =	0

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	54	1	30	28	1	30	16	2123	39	62	1499	9
Peak Season Volume	58	1	32	30	1	32	17	2,293	42	67	1,619	10
Bkgd (Growth + Exist)	58	1	32	30	1	32	17	2,293	42	67	1,619	10
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	**58**	**1**	**32**	**30**	**1**	**32**	**17**	**2,293**	**42**	**67**	**1,619**	**10**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	64	4	70	24	4	12	34	1572	63	153	2013	35
Peak Season Volume	69	4	76	26	4	13	37	1,698	68	165	2,174	38
Bkgd (Growth + Exist)	69	4	76	26	4	13	37	1,698	68	165	2,174	38
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	**69**	**4**	**76**	**26**	**4**	**13**	**37**	**1,698**	**68**	**165**	**2,174**	**38**

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 1

PGA Blvd & Shady Lakes Dr

(Existing Geometrics)

Growth Rate =	1.00%
Peak Season =	1.08
Buildout Year =	2020
Years =	5

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	54	1	30	28	1	30	16	2123	39	62	1499	9
Peak Season Volume	58	1	32	30	1	32	17	2,293	42	67	1,619	10
Bkgd (Growth + Exist)	61	1	34	32	1	34	18	2,410	44	70	1,702	10
Approved Projects	0	0	0	9	0	4	1	348	0	0	335	3
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	1	0	0	1	0
Total	**61**	**1**	**34**	**41**	**1**	**38**	**19**	**2,759**	**44**	**70**	**2,038**	**13**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	64	4	70	24	4	12	34	1572	63	153	2013	35
Peak Season Volume	69	4	76	26	4	13	37	1,698	68	165	2,174	38
Bkgd (Growth + Exist)	73	5	79	27	5	14	39	1,784	72	174	2,285	40
Approved Projects	0	0	0	0	0	0	0	482	0	0	449	0
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	3	0	0	3	0
Total	**73**	**5**	**79**	**27**	**5**	**14**	**39**	**2,269**	**72**	**174**	**2,737**	**40**

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 3

PGA Blvd & Shady Lakes Dr

(Existing Geometrics)

Growth Rate =	0.50%
Peak Season =	1.08
Buildout Year =	2030
Years =	15

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	54	1	30	28	1	30	16	2123	39	62	1499	9
Peak Season Volume	58	1	32	30	1	32	17	2,293	42	67	1,619	10
Bkgd (Growth + Exist)	63	1	35	33	1	35	19	2,471	45	72	1,745	10
Approved Projects	0	0	0	9	0	4	1	434	0	0	484	3
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	2	0	0	2	0
Total	**63**	**1**	**35**	**42**	**1**	**39**	**20**	**2,907**	**45**	**72**	**2,231**	**13**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	64	4	70	24	4	12	34	1572	63	153	2013	35
Peak Season Volume	69	4	76	26	4	13	37	1,698	68	165	2,174	38
Bkgd (Growth + Exist)	74	5	81	28	5	14	40	1,830	73	178	2,343	41
Approved Projects	0	0	0	0	0	0	0	683	0	0	563	0
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	0	0	0	0	7	0	0	11	0
Total	**74**	**5**	**81**	**28**	**5**	**14**	**40**	**2,520**	**73**	**178**	**2,917**	**41**

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 4

PGA Blvd & Shady Lakes Dr

(Proposed Extension of Shady Lakes Drive to 117th Ct)

Growth Rate =	0.50%
Peak Season =	1.08
Buildout Year =	2030
Years =	15

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	54	1	30	28	1	30	16	2123	39	62	1499	9
Peak Season Volume	58	1	32	30	1	32	17	2,293	42	67	1,619	10
Bkgd (Growth + Exist)	63	1	35	33	1	35	19	2,471	45	72	1,745	10
Approved Projects	0	0	0	9	0	4	1	434	0	0	484	3
Diversions from 117th Ct.	0	0	0	229	0	46	50	46	0	0	50	250
% Project Traffic	0%	0%	0%	30%	0%	15%	15%	0%	0%	0%	0%	30%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	2	0	1	1	0	0	0	0	2
Total	**63**	**1**	**35**	**273**	**1**	**86**	**71**	**2,951**	**45**	**72**	**2,279**	**265**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	64	4	70	24	4	12	34	1572	63	153	2013	35
Peak Season Volume	69	4	76	26	4	13	37	1,698	68	165	2,174	38
Bkgd (Growth + Exist)	74	5	81	28	5	14	40	1,830	73	178	2,343	41
Approved Projects	0	0	0	0	0	0	0	683	0	0	563	0
Diversions	0	0	0	153	0	31	24	31	0	0	24	118
% Project Traffic	0%	0%	0%	30%	0%	15%	15%	0%	0%	0%	0%	30%
Direction	in	in	in	out	out	out	in	out	in	in	in	in
Project Traffic	0	0	0	7	0	4	6	0	0	0	0	11
Total	**74**	**5**	**81**	**188**	**5**	**48**	**69**	**2,544**	**73**	**178**	**2,930**	**170**

SHORT REPORT

General Information		Site Information	
Analyst	*PTC*	Intersection	*PGA Blvd & Shady Lakes*
Agency or Co.	*#14-002Q*	Area Type	*All other areas*
Date Performed	*10/27/15*	Jurisdiction	*PBC - Existing Timing*
Time Period	*AM Pk - Existing*	Analysis Year	*2015 - Existing Geometry*

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	17	2293	42	67	1619	10	58	1	32	30	1	32
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 115.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 170.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	18	2458		71	1715		61	35		32	35	
Lane Group Capacity	292	3423		196	3429		161	187		161	187	
v/c Ratio	0.06	0.72		0.36	0.50		0.38	0.19		0.20	0.19	
Green Ratio	0.80	0.68		0.80	0.68		0.12	0.12		0.12	0.12	
Uniform Delay d_1	3.9	17.3		9.3	13.4		69.3	67.7		67.8	67.7	
Delay Factor k	0.11	0.28		0.11	0.11		0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.1	0.7		1.1	0.1		1.5	0.5		0.6	0.5	
PF Factor	1.000	0.348		1.000	0.348		1.000	1.000		1.000	1.000	
Control Delay	4.0	6.8		10.5	4.8		70.8	68.2		68.4	68.2	
Lane Group LOS	A	A		B	A		E	E		E	E	
Approach Delay	6.8			5.0			69.8			68.3		
Approach LOS	A			A			E			E		
Intersection Delay	8.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Pk - Scenario 1	Analysis Year	2020 - Existing Geometry

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	19	2759	44	70	2038	13	61	1	34	41	1	38
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 115.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 170.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	20	2950		74	2159		64	37		43	41	
Lane Group Capacity	226	3424		179	3429		160	187		161	187	
v/c Ratio	0.09	0.86		0.41	0.63		0.40	0.20		0.27	0.22	
Green Ratio	0.80	0.68		0.80	0.68		0.12	0.12		0.12	0.12	
Uniform Delay d_1	4.6	21.3		31.1	15.5		69.4	67.8		68.3	67.9	
Delay Factor k	0.11	0.39		0.11	0.21		0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.2	2.5		1.6	0.4		1.6	0.5		0.9	0.6	
PF Factor	1.000	0.348		1.000	0.348		1.000	1.000		1.000	1.000	
Control Delay	4.8	9.9		32.6	5.8		71.1	68.3		69.2	68.5	
Lane Group LOS	A	A		C	A		E	E		E	E	
Approach Delay	9.9			6.7			70.1			68.9		
Approach LOS	A			A			E			E		
Intersection Delay	10.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	10/27/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Pk - Scenario 3	Analysis Year	2030 - Existing Geometry

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	20	2907	45	72	2231	13	63	1	35	42	1	39
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 115.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 170.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	21	3107		76	2362		66	38		44	42	
Lane Group Capacity	204	3425		179	3430		160	187		160	187	
v/c Ratio	0.10	0.91		0.42	0.69		0.41	0.20		0.28	0.22	
Green Ratio	0.80	0.68		0.80	0.68		0.12	0.12		0.12	0.12	
Uniform Delay d_1	5.3	23.0		37.3	16.7		69.6	67.8		68.4	68.0	
Delay Factor k	0.11	0.43		0.11	0.26		0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.2	4.0		1.6	0.6		1.7	0.5		0.9	0.6	
PF Factor	1.000	0.348		1.000	0.348		1.000	1.000		1.000	1.000	
Control Delay	5.6	12.0		38.9	6.4		71.3	68.3		69.3	68.6	
Lane Group LOS	A	B		D	A		E	E		E	E	
Approach Delay	12.0			7.4			70.2			69.0		
Approach LOS	B			A			E			E		
Intersection Delay	12.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Pk - Scenario 4	Analysis Year	2030 - Existing Geometry

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	71	2951	45	72	2279	265	63	1	35	273	1	35
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 115.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 170.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	75	3153		76	2678		66	38		287	38	
Lane Group Capacity	179	3425		179	3379		160	187		160	187	
v/c Ratio	0.42	0.92		0.42	0.79		0.41	0.20		1.79	0.20	
Green Ratio	0.80	0.68		0.80	0.68		0.12	0.12		0.12	0.12	
Uniform Delay d_1	26.6	23.6		39.3	19.2		69.6	67.8		75.0	67.8	
Delay Factor k	0.11	0.44		0.11	0.34		0.11	0.11		0.50	0.11	
Incremental Delay d_2	1.6	4.7		1.6	1.4		1.7	0.5		381.0	0.5	
PF Factor	1.000	0.348		1.000	0.348		1.000	1.000		1.000	1.000	
Control Delay	28.2	12.9		40.9	8.0		71.3	68.3		456.0	68.3	
Lane Group LOS	C	B		D	A		E	E		F	E	
Approach Delay	13.3			8.9			70.2			410.7		
Approach LOS	B			A			E			F		
Intersection Delay	32.5			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/22/15	Jurisdiction	PBC - Proposed Timing
Time Period	AM Pk - Scenario 4	Analysis Year	2030 SB Dual Left

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	1	3	0	1	1	0	2	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	71	2951	45	72	2279	265	63	1	35	273	1	35
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	SB Only	NB Only	07	08
Timing	G = 8.0	G = 99.0	G = 0.0	G =	G = 21.0	G = 13.0	G =	G =
	Y = 7	Y = 7.5	Y = 0	Y =	Y = 7.5	Y = 7	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 170.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	75	3153		76	2678		66	38		287	38	
Lane Group Capacity	127	2948		127	2909		135	122		425	197	
v/c Ratio	0.59	1.07		0.60	0.92		0.49	0.31		0.68	0.19	
Green Ratio	0.67	0.58		0.67	0.58		0.08	0.08		0.12	0.12	
Uniform Delay d_1	36.4	35.5		44.5	32.0		75.3	74.3		71.2	66.9	
Delay Factor k	0.18	0.50		0.19	0.44		0.11	0.11		0.25	0.11	
Incremental Delay d_2	7.1	38.9		7.6	5.5		2.8	1.5		4.2	0.5	
PF Factor	1.000	0.615		1.000	0.615		1.000	1.000		1.000	1.000	
Control Delay	43.5	60.7		52.1	25.1		78.1	75.7		75.5	67.4	
Lane Group LOS	D	E		D	C		E	E		E	E	
Approach Delay	60.3			25.9			77.2			74.5		
Approach LOS	E			C			E			E		
Intersection Delay	46.5			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	AM Pk - Scenario 4	Analysis Year	2030 SB Restripe

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	LTR	
Volume (vph)	71	2951	45	72	2279	265	63	1	35	273	1	35
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	SB Only	NB Only	07	08
Timing	G = 8.0	G = 97.0	G = 0.0	G =	G = 23.0	G = 13.0	G =	G =
	Y = 7	Y = 7.5	Y = 0	Y =	Y = 7.5	Y = 7	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 170.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	75	3153		76	2678		66	38		158	167	
Lane Group Capacity	127	2889		127	2850		135	122		239	235	
v/c Ratio	0.59	1.09		0.60	0.94		0.49	0.31		0.66	0.71	
Green Ratio	0.66	0.57		0.66	0.57		0.08	0.08		0.14	0.14	
Uniform Delay d_1	37.6	36.5		43.6	33.8		75.3	74.3		69.8	70.3	
Delay Factor k	0.18	0.50		0.19	0.45		0.11	0.11		0.24	0.27	
Incremental Delay d_2	7.1	47.6		7.6	7.1		2.8	1.5		6.6	9.6	
PF Factor	1.000	0.641		1.000	0.641		1.000	1.000		1.000	1.000	
Control Delay	44.7	70.9		51.1	28.7		78.1	75.7		76.4	79.9	
Lane Group LOS	D	E		D	C		E	E		E	E	
Approach Delay	70.3			29.3			77.2			78.2		
Approach LOS	E			C			E			E		
Intersection Delay	53.2			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	10/27/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk - Existing	Analysis Year	2015 - Existing Lanes

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	37	1698	68	165	2174	38	69	4	76	26	4	13
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 125.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 180.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	39	1859		174	2328		73	84		27	18	
Lane Group Capacity	207	3503		267	3515		154	177		143	183	
v/c Ratio	0.19	0.53		0.65	0.66		0.47	0.47		0.19	0.10	
Green Ratio	0.81	0.69		0.81	0.69		0.11	0.11		0.11	0.11	
Uniform Delay d_1	4.6	13.3		5.6	15.6		75.1	75.1		72.6	71.9	
Delay Factor k	0.11	0.13		0.23	0.24		0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.4	0.2		5.6	0.5		2.3	2.0		0.6	0.2	
PF Factor	1.000	0.279		1.000	0.279		1.000	1.000		1.000	1.000	
Control Delay	5.0	3.9		11.2	4.8		77.4	77.1		73.3	72.1	
Lane Group LOS	A	A		B	A		E	E		E	E	
Approach Delay	3.9			5.3			77.2			72.8		
Approach LOS	A			A			E			E		
Intersection Delay	7.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk - Scenario 1	Analysis Year	2020 - Existing Lanes

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	39	2269	72	174	2737	40	73	5	79	27	5	14
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 125.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	41	2464		183	2923		77	88		28	20	
Lane Group Capacity	169	3508		194	3516		154	178		140	184	
v/c Ratio	0.24	0.70		0.94	0.83		0.50	0.49		0.20	0.11	
Green Ratio	0.81	0.69		0.81	0.69		0.11	0.11		0.11	0.11	
Uniform Delay d_1	12.0	16.4		48.4	19.9		75.3	75.2		72.7	72.0	
Delay Factor k	0.11	0.27		0.46	0.37		0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.7	0.6		48.5	1.8		2.5	2.2		0.7	0.3	
PF Factor	1.000	0.279		1.000	0.279		1.000	1.000		1.000	1.000	
Control Delay	12.8	5.2		96.9	7.4		77.8	77.4		73.4	72.2	
Lane Group LOS	B	A		F	A		E	E		E	E	
Approach Delay	5.3			12.6			77.6			72.9		
Approach LOS	A			B			E			E		
Intersection Delay	11.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk - Scenario 3	Analysis Year	2030 - Existing Lanes

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	40	2520	73	178	2917	41	74	5	81	28	5	14
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 125.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	42	2730		187	3114		78	90		29	20	
Lane Group Capacity	169	3509		173	3517		154	178		138	184	
v/c Ratio	0.25	0.78		1.08	0.89		0.51	0.51		0.21	0.11	
Green Ratio	0.81	0.69		0.81	0.69		0.11	0.11		0.11	0.11	
Uniform Delay d_1	18.5	18.3		59.4	21.8		75.4	75.3		72.8	72.0	
Delay Factor k	0.11	0.33		0.50	0.41		0.12	0.11		0.11	0.11	
Incremental Delay d_2	0.8	1.2		91.6	3.1		2.7	2.3		0.8	0.3	
PF Factor	1.000	0.279		1.000	0.279		1.000	1.000		1.000	1.000	
Control Delay	19.2	6.3		151.1	9.1		78.1	77.7		73.6	72.2	
Lane Group LOS	B	A		F	A		E	E		E	E	
Approach Delay	6.5			17.2			77.9			73.0		
Approach LOS	A			B			E			E		
Intersection Delay	14.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk - Scenario 4	Analysis Year	2030 - Existing Lanes

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	69	2544	73	178	2930	170	74	5	81	188	5	48
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	0	0	0
Lane Width	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	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 125.0	G = 0.0	G = 0.0	G = 20.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7.5	Y = 0	Y = 0	Y = 7.5	Y = 0	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	73	2755		187	3263		78	90		198	56	
Lane Group Capacity	169	3509		171	3494		149	178		138	179	
v/c Ratio	0.43	0.79		1.09	0.93		0.52	0.51		1.43	0.31	
Green Ratio	0.81	0.69		0.81	0.69		0.11	0.11		0.11	0.11	
Uniform Delay d_1	43.3	18.5		60.0	23.9		75.5	75.3		80.0	73.7	
Delay Factor k	0.11	0.33		0.50	0.45		0.13	0.11		0.50	0.11	
Incremental Delay d_2	1.8	1.2		96.0	5.5		3.4	2.3		232.0	1.0	
PF Factor	1.000	0.279		1.000	0.279		1.000	1.000		1.000	1.000	
Control Delay	45.1	6.4		156.1	12.2		78.9	77.7		312.0	74.7	
Lane Group LOS	D	A		F	B		E	E		F	E	
Approach Delay	7.4			20.0			78.2			259.6		
Approach LOS	A			B			E			F		
Intersection Delay	25.2			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/22/15	Jurisdiction	PBC - Proposed Timing
Time Period	PM Pk - Scenario 4	Analysis Year	2030 - SB Dual Left

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	1	3	0	1	1	0	2	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	69	2544	73	178	2930	170	74	5	81	188	5	48
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	10	0	0	10
Lane Width	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	
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 = 8.0	G = 5.5	G = 102.0	G = 0.0	G = 21.0	G = 14.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 7.5	Y = 0	Y = 7.5	Y = 7.5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 180.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	73	2755		187	3263		78	80		198	45	
Lane Group Capacity	120	2863		243	3005		138	125		401	188	
v/c Ratio	0.61	0.96		0.77	1.09		0.57	0.64		0.49	0.24	
Green Ratio	0.61	0.57		0.72	0.60		0.08	0.08		0.12	0.12	
Uniform Delay d_1	42.0	37.2		63.1	36.3		80.1	80.6		74.5	72.2	
Delay Factor k	0.19	0.47		0.32	0.50		0.16	0.22		0.11	0.11	
Incremental Delay d_2	8.6	9.6		14.0	45.1		5.3	10.5		1.0	0.7	
PF Factor	1.000	0.649		1.000	0.582		1.000	1.000		1.000	1.000	
Control Delay	50.6	33.7		77.1	66.2		85.4	91.1		75.5	72.9	
Lane Group LOS	D	C		E	E		F	F		E	E	
Approach Delay	34.2			66.8			88.3			75.0		
Approach LOS	C			E			F			E		
Intersection Delay	53.8			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	PGA Blvd & Shady Lakes
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	PM Pk - Scenario 4	Analysis Year	2030 - SB Restripe

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	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	LTR	
Volume (vph)	69	2544	73	178	2930	170	74	5	81	188	5	48
% 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	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	4		3	4		3	3		3	3	
Unit Extension	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	10	0	0	10
Lane Width	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	
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 = 8.0	G = 5.5	G = 102.0	G = 0.0	G = 22.0	G = 13.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 7.5	Y = 0	Y = 7.5	Y = 7.5	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 180.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	73	2755		187	3263		78	80		129	114	
Lane Group Capacity	120	2863		243	3005		128	116		216	209	
v/c Ratio	0.61	0.96		0.77	1.09		0.61	0.69		0.60	0.55	
Green Ratio	0.61	0.57		0.72	0.60		0.07	0.07		0.12	0.12	
Uniform Delay d_1	42.0	37.2		63.1	36.3		81.0	81.5		74.8	74.3	
Delay Factor k	0.19	0.47		0.32	0.50		0.20	0.26		0.19	0.15	
Incremental Delay d_2	8.6	9.6		14.0	45.1		8.2	16.0		4.5	3.0	
PF Factor	1.000	0.649		1.000	0.582		1.000	1.000		1.000	1.000	
Control Delay	50.6	33.7		77.1	66.2		89.2	97.5		79.3	77.3	
Lane Group LOS	D	C		E	E		F	F		E	E	
Approach Delay	34.2			66.8			93.4			78.3		
Approach LOS	C			E			F			E		
Intersection Delay	54.0			Intersection LOS						D		

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INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Existing Conditions

117th Court N & Central Blvd

(Existing Geometrics)

Growth Rate = NA
Peak Season = AM: 1.08 PM: 1.05 (Applied to non-school traffic.)
Buildout Year = 2015
Years = 0

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	1	496	517	201	556	0	0	0	0	474	0	129
Peak Season Volume	1	536	517	201	600	0	0	0	0	474	0	129
Bkgd (Growth + Exist)	1	536	517	201	600	0	0	0	0	474	0	129
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**536**	**517**	**201**	**600**	**0**	**0**	**0**	**0**	**474**	**0**	**129**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/12/15)	0	434	244	144	565	0	0	0	0	316	0	201
Peak Season Volume	0	456	244	144	593	0	0	0	0	316	0	201
Bkgd (Growth + Exist)	0	456	244	144	593	0	0	0	0	316	0	201
% Project Traffic	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**456**	**244**	**144**	**593**	**0**	**0**	**0**	**0**	**316**	**0**	**201**

12/3/2015 14:07

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 1

117th Court N & Central Blvd

(Existing Geometrics)

Growth Rate = 1.00%
Peak Season = AM: 1.08 PM: 1.05 (Applied to non-school traffic.)
Buildout Year = 2020
Years = 5

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	1	496	517	201	556	0	0	0	0	474	0	129
Peak Season Volume	1	536	517	201	600	0	0	0	0	474	0	129
Bkgd (Growth + Exist)	1	563	543	211	631	0	0	0	0	498	0	136
Approved Projects	0	516	0	0	380	0	0	0	0	0	0	0
% Project Traffic	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	3	1	0	0	0	0	0	3	0	1
Total	**1**	**1,079**	**546**	**212**	**1,011**	**0**	**0**	**0**	**0**	**501**	**0**	**137**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/12/15)	0	434	244	144	565	0	0	0	0	316	0	201
Peak Season Volume	0	456	244	144	593	0	0	0	0	316	0	201
Bkgd (Growth + Exist)	0	479	256	151	624	0	0	0	0	332	0	211
Approved Projects	0	553	0	0	666	0	0	0	0	0	0	0
% Project Traffic	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	7	4	0	0	0	0	0	6	0	3
Total	**0**	**1,032**	**263**	**155**	**1,290**	**0**	**0**	**0**	**0**	**338**	**0**	**214**

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 3

117th Court N & Central Blvd

(Existing Geometrics)

Growth Rate = 0.50%
Peak Season = AM: 1.08 PM: 1.05 (Applied to non-school traffic.)
Buildout Year = 2030
Years = 15

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	1	496	517	201	556	0	0	0	0	474	0	129
Peak Season Volume	1	536	517	201	600	0	0	0	0	474	0	129
Bkgd (Growth + Exist)	1	577	557	217	647	0	0	0	0	511	0	139
Approved Projects	0	782	0	0	502	0	0	0	0	0	0	0
% Project Traffic	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	4	2	0	0	0	0	0	4	0	2
Total	**1**	**1,359**	**561**	**219**	**1,149**	**0**	**0**	**0**	**0**	**515**	**0**	**141**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/12/15)	0	434	244	144	565	0	0	0	0	316	0	201
Peak Season Volume	0	456	244	144	593	0	0	0	0	316	0	201
Bkgd (Growth + Exist)	0	491	263	155	639	0	0	0	0	341	0	217
Approved Projects	0	718	0	0	961	0	0	0	0	0	0	0
% Project Traffic	0%	0%	65%	35%	0%	0%	0%	0%	0%	65%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	24	13	0	0	0	0	0	16	0	8
Total	**0**	**1,209**	**287**	**168**	**1,600**	**0**	**0**	**0**	**0**	**357**	**0**	**225**

INTERSECTION ANALYSIS SHEET
PBG Tennis/Regional Park - Scenario 4

117th Court N & Central Blvd

(Proposed Extension of Shady Lakes Drive to 117th Ct)

Growth Rate = 0.50%
Peak Season = AM: 1.08 PM: 1.05 (Applied to non-school traffic.)
Buildout Year = 2030
Years = 15

AM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (9/17/15)	1	496	517	201	556	0	0	0	0	474	0	129
Peak Season Volume	1	536	517	201	600	0	0	0	0	474	0	129
Bkgd (Growth + Exist)	1	577	557	217	647	0	0	0	0	511	0	139
Approved Projects	0	782	0	0	502	0	0	0	0	0	0	0
Diversions to Shady Lakes	0	0	(300)	0	0	0	0	0	0	(275)	0	0
% Project Traffic	0%	0%	20%	35%	0%	0%	0%	0%	0%	20%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	1	2	0	0	0	0	0	1	0	2
Total	**1**	**1,359**	**258**	**219**	**1,149**	**0**	**0**	**0**	**0**	**237**	**0**	**141**

PM Peak Hour

Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/12/15)	0	434	244	144	565	0	0	0	0	316	0	201
Peak Season Volume	0	456	244	144	593	0	0	0	0	316	0	201
Bkgd (Growth + Exist)	0	491	263	155	639	0	0	0	0	341	0	217
Approved Projects	0	718	0	0	961	0	0	0	0	0	0	0
Diversion to Shady Lakes	0	0	(142)	0	0	0	0	0	0	(184)	0	0
% Project Traffic	0%	0%	20%	35%	0%	0%	0%	0%	0%	20%	0%	35%
Direction	in	in	in	in	in	in	in	in	in	out	out	out
Project Traffic	0	0	7	13	0	0	0	0	0	5	0	8
Total	**0**	**1,209**	**129**	**168**	**1,600**	**0**	**0**	**0**	**0**	**162**	**0**	**225**

12/3/2015 14:22

SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Peak - Existing	Analysis Year	2015 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				474		129		536	517	201	600	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 75.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 160.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				803		219		766	739	242	723	
Lane Group Capacity				830		1039		998	1237	348	1663	
v/c Ratio				0.97		0.21		0.77	0.60	0.70	0.43	
Green Ratio				0.47		0.66		0.28	0.78	0.47	0.47	
Uniform Delay d_1				41.3		11.0		52.7	7.2	33.3	28.4	
Delay Factor k				0.47		0.11		0.32	0.19	0.26	0.11	
Incremental Delay d_2				23.5		0.1		3.7	0.8	5.9	0.2	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				64.8		11.1		56.4	8.0	39.2	28.5	
Lane Group LOS				E		B		E	A	D	C	
Approach Delay				53.3			32.6			31.2		
Approach LOS				D			C			C		
Intersection Delay	38.3			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Peak - Scenario 1	Analysis Year	2020 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				501		137		1079	546	212	1011	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 75.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 160.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				849		232		1541	780	255	1218	
Lane Group Capacity				830		1039		998	1237	324	1663	
v/c Ratio				1.02		0.22		1.54	0.63	0.79	0.73	
Green Ratio				0.47		0.66		0.28	0.78	0.47	0.47	
Uniform Delay d_1				42.5		11.1		57.5	7.5	47.0	34.4	
Delay Factor k				0.50		0.11		0.50	0.21	0.33	0.29	
Incremental Delay d_2				37.2		0.1		249.9	1.0	12.2	1.7	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				79.7		11.2		307.4	8.6	59.1	36.1	
Lane Group LOS				E		B		F	A	E	D	
Approach Delay				65.0			207.0			40.1		
Approach LOS				E			F			D		
Intersection Delay	125.0			Intersection LOS						F		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	11/2/15	Jurisdiction	PBC - Proposed Timing
Time Period	AM Peak - Scenario 1	Analysis Year	2020 - Proposed Lanes

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				501		137		1079	546	212	1011	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 31.0	G = 0.0	G = 0.0	G =	G = 20.0	G = 54.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				849		232		1541	780	255	1218	
Lane Group Capacity				888		739		1596	1187	357	2335	
v/c Ratio				0.96		0.31		0.97	0.66	0.71	0.52	
Green Ratio				0.26		0.47		0.45	0.75	0.66	0.66	
Uniform Delay d_1				43.8		20.0		32.1	7.4	34.6	10.7	
Delay Factor k				0.47		0.11		0.47	0.23	0.28	0.13	
Incremental Delay d_2				20.3		0.2		15.1	1.3	6.6	0.2	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				64.1		20.2		47.2	8.7	41.3	10.9	
Lane Group LOS				E		C		D	A	D	B	
Approach Delay				54.7			34.3			16.1		
Approach LOS				D			C			B		
Intersection Delay	33.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Peak - Scenario 3	Analysis Year	2030 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				515		141		1359	561	219	1149	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 75.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				873		239		1941	801	264	1384	
Lane Group Capacity				830		1039		998	1237	324	1663	
v/c Ratio				1.05		0.23		1.94	0.65	0.81	0.83	
Green Ratio				0.47		0.66		0.28	0.78	0.47	0.47	
Uniform Delay d_1				42.5		11.1		57.5	7.7	47.9	37.0	
Delay Factor k				0.50		0.11		0.50	0.23	0.36	0.37	
Incremental Delay d_2				45.7		0.1		428.9	1.2	14.8	3.8	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				88.2		11.2		486.4	8.9	62.6	40.8	
Lane Group LOS				F		B		F	A	E	D	
Approach Delay				71.7			346.9			44.3		
Approach LOS				E			F			D		
Intersection Delay	200.6			Intersection LOS						F		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	AM Peak - Scenario 3	Analysis Year	2030 - Proposed Lanes

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		2	1	2	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				515		141		1359	561	219	1149	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	Thru & RT	07	08
Timing	G = 37.0	G = 0.0	G = 0.0	G =	G = 13.0	G = 75.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				873		239		1941	801	264	1384	
Lane Group Capacity				908		622		1900	1323	319	2356	
v/c Ratio				0.96		0.38		1.02	0.61	0.83	0.59	
Green Ratio				0.26		0.39		0.54	0.84	0.09	0.66	
Uniform Delay d_1				50.8		30.4		32.5	3.8	62.4	12.9	
Delay Factor k				0.47		0.11		0.50	0.19	0.37	0.18	
Incremental Delay d_2				21.0		0.4		26.3	0.8	16.4	0.4	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				71.8		30.8		58.8	4.6	78.8	13.3	
Lane Group LOS				E		C		E	A	E	B	
Approach Delay				63.0			43.0			23.8		
Approach LOS				E			D			C		
Intersection Delay	41.3			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	AM Peak - Scenario 4	Analysis Year	2030 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				237		141		1359	258	219	1149	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 75.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				402		239		1941	369	264	1384	
Lane Group Capacity				830		1039		998	1237	324	1663	
v/c Ratio				0.48		0.23		1.94	0.30	0.81	0.83	
Green Ratio				0.47		0.66		0.28	0.78	0.47	0.47	
Uniform Delay d_1				29.2		11.1		57.5	5.0	47.9	37.0	
Delay Factor k				0.11		0.11		0.50	0.11	0.36	0.37	
Incremental Delay d_2				0.4		0.1		428.9	0.1	14.8	3.8	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				29.7		11.2		486.4	5.1	62.6	40.8	
Lane Group LOS				C		B		F	A	E	D	
Approach Delay				22.8			409.5			44.3		
Approach LOS				C			F			D		
Intersection Delay	224.7			Intersection LOS						F		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	AM Peak - Scenario 4	Analysis Year	2030 - Dual SB Lefts

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		2	1	2	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				237		141		1359	258	219	1149	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.59		0.59		0.70	0.70	0.83	0.83	
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	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	WB Only	02	03	04	SB Only	Thru & RT	07	08
Timing	G = 34.0	G = 0.0	G = 0.0	G =	G = 15.0	G = 66.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				402		239		1941	369	264	1384	
Lane Group Capacity				463		658		1801	1279	397	2346	
v/c Ratio				0.87		0.36		1.08	0.29	0.66	0.59	
Green Ratio				0.26		0.42		0.51	0.81	0.12	0.66	
Uniform Delay d_1				45.9		26.2		32.0	3.1	55.1	12.2	
Delay Factor k				0.40		0.11		0.50	0.11	0.24	0.18	
Incremental Delay d_2				16.0		0.3		45.6	0.1	4.2	0.4	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				61.9		26.5		77.6	3.3	59.3	12.6	
Lane Group LOS				E		C		E	A	E	B	
Approach Delay				48.7			65.7			20.1		
Approach LOS				D			E			C		
Intersection Delay	47.0			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk; Existing	Analysis Year	2015 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				316		201		456	244	144	593	
% 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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 60.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 145.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				333		212		480	257	152	624	
Lane Group Capacity				732		983		1101	1201	512	1835	
v/c Ratio				0.45		0.22		0.44	0.21	0.30	0.34	
Green Ratio				0.41		0.62		0.31	0.76	0.52	0.52	
Uniform Delay d_1				30.7		12.0		39.9	5.0	19.6	20.5	
Delay Factor k				0.11		0.11		0.11	0.11	0.11	0.11	
Incremental Delay d_2				0.5		0.1		0.3	0.1	0.3	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				31.1		12.2		40.2	5.1	19.9	20.6	
Lane Group LOS				C		B		D	A	B	C	
Approach Delay				23.8			27.9			20.5		
Approach LOS				C			C			C		
Intersection Delay	24.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk; Scenario 1	Analysis Year	2020 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				338		214		1032	263	155	1290	
% 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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 60.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 145.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				356		225		1086	277	163	1358	
Lane Group Capacity				732		983		1101	1201	356	1835	
v/c Ratio				0.49		0.23		0.99	0.23	0.46	0.74	
Green Ratio				0.41		0.62		0.31	0.76	0.52	0.52	
Uniform Delay d_1				31.2		12.2		49.7	5.1	27.4	27.4	
Delay Factor k				0.11		0.11		0.49	0.11	0.11	0.30	
Incremental Delay d_2				0.5		0.1		23.8	0.1	0.9	1.6	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				31.7		12.3		73.5	5.2	28.3	29.0	
Lane Group LOS				C		B		E	A	C	C	
Approach Delay				24.2			59.6			28.9		
Approach LOS				C			E			C		
Intersection Delay	40.2			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk; Scenario 3	Analysis Year	2030 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				357		225		1209	287	168	1600	
% 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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 60.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 145.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				376		237		1273	302	177	1684	
Lane Group Capacity				732		983		1101	1201	356	1835	
v/c Ratio				0.51		0.24		1.16	0.25	0.50	0.92	
Green Ratio				0.41		0.62		0.31	0.76	0.52	0.52	
Uniform Delay d_1				31.6		12.3		50.0	5.2	31.1	32.2	
Delay Factor k				0.12		0.11		0.50	0.11	0.11	0.44	
Incremental Delay d_2				0.6		0.1		80.8	0.1	1.1	7.9	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				32.3		12.4		130.8	5.3	32.2	40.0	
Lane Group LOS				C		B		F	A	C	D	
Approach Delay				24.6			106.8			39.3		
Approach LOS				C			F			D		
Intersection Delay	63.3			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	PM Pk; Scenario 3	Analysis Year	2030 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				357		225		1209	287	168	1600	
% 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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 40.0	G = 0.0	G = 0.0	G =	G = 20.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				376		237		1273	302	177	1684	
Lane Group Capacity				590		857		1330	1187	357	2069	
v/c Ratio				0.64		0.28		0.96	0.25	0.50	0.81	
Green Ratio				0.33		0.54		0.38	0.75	0.58	0.58	
Uniform Delay d_1				33.9		14.8		36.6	4.6	24.7	19.8	
Delay Factor k				0.22		0.11		0.47	0.11	0.11	0.35	
Incremental Delay d_2				2.3		0.2		15.6	0.1	1.1	2.6	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				36.2		15.0		52.2	4.7	25.8	22.5	
Lane Group LOS				D		B		D	A	C	C	
Approach Delay				28.0			43.1			22.8		
Approach LOS				C			D			C		
Intersection Delay	31.5			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Existing Timing
Time Period	PM Pk; Scenario 4	Analysis Year	2030 - Existing Lanes

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		2	1	1	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				162		225		1209	129	168	1600	
% 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	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	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 60.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 45.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 145.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				171		237		1273	136	177	1684	
Lane Group Capacity				732		983		1101	1201	356	1835	
v/c Ratio				0.23		0.24		1.16	0.11	0.50	0.92	
Green Ratio				0.41		0.62		0.31	0.76	0.52	0.52	
Uniform Delay d_1				27.6		12.3		50.0	4.6	31.1	32.2	
Delay Factor k				0.11		0.11		0.50	0.11	0.11	0.44	
Incremental Delay d_2				0.2		0.1		80.8	0.0	1.1	7.9	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				27.7		12.4		130.8	4.7	32.2	40.0	
Lane Group LOS				C		B		F	A	C	D	
Approach Delay				18.8			118.6			39.3		
Approach LOS				B			F			D		
Intersection Delay	67.4			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	PTC	Intersection	117th Court N & Central Blvd
Agency or Co.	#14-002Q	Area Type	All other areas
Date Performed	12/3/15	Jurisdiction	PBC - Proposed Timing
Time Period	PM Pk; Scenario 4	Analysis Year	2030 - Proposed Lanes

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		2	1	2	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				162		225		1209	129	168	1600	
% 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	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	WB Only	02	03	04	SB Only	Thru & RT	07	08
Timing	G = 50.0	G = 0.0	G = 0.0	G =	G = 25.0	G = 55.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 Cycle Length C = 145.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				171		237		1273	136	177	1684	
Lane Group Capacity				610		873		1345	1201	593	2079	
v/c Ratio				0.28		0.27		0.95	0.11	0.30	0.81	
Green Ratio				0.34		0.55		0.38	0.76	0.17	0.59	
Uniform Delay d_1				34.5		17.1		43.6	4.6	52.3	23.6	
Delay Factor k				0.11		0.11		0.46	0.11	0.11	0.35	
Incremental Delay d_2				0.3		0.2		13.8	0.0	0.3	2.5	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				34.7		17.3		57.4	4.7	52.6	26.2	
Lane Group LOS				C		B		E	A	D	C	
Approach Delay				24.6			52.3			28.7		
Approach LOS				C			D			C		
Intersection Delay	37.3			Intersection LOS						D		

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Palm Beach County **System Timing Sheet** **6/4/2013**

14325 : 453 - PGA Blvd and Shady Lane / Hickory Dr (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	20											
Minute		30														
Action	100	2	1	3	4											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	19												
Minute																
Action	100	4	1	4												

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	19												
Minute																
Action	100	4	1	4												

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	110	170	180	100							140	150	140	130	110	120
Offset Time	97	34	127	25							47	38	93	65	19	33
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																

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	17	52		41	17	52		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	110		41	19	110		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	119		41	20	119		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	60		21	19	60		21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

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

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

Approved By: Quazi Bari **Date:** _____

Palm Beach County **Signal Timing Sheet** **6/4/2013**

14325 : 453 - PGA Blvd and Shady Lane / Hickory Dr (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		10		25		14		26								
Min Green	4	20		6	4	20		6	5	5	5	5	5	5	5	5
Passage	2	4		2.5	2	4		2.5	1	1	1	1	1	1	1	1
Max1	10	50		20	10	50		20	25	25	25	25	25	25	25	25
Max2	15	50		20	10	50		20	50	50	50	50	50	50	50	50
Yellow	4	4.5		4	4	4.5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	3		3.5	3	3		3.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (EL)	2 (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	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EBL1)	2 (WBT1)	3 (WBT2)	4 (WBR1)	5 (NBL1)	6 (NBT1)	7 (WBL1)	8 (EBT1)	9 (EBT2)	10 (EBR1)	11 (SBL1)	12 (SBT1)	13	14	15	16
Call Phase	1	2	2	2	4	4	5	6	6	6	8	8				
Switch Phase	6						2									
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																

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	117TH COURT AND CENTRAL BLVD	CONTROLLER TYPE:	NAZTEC
SIGNAL #	12545 WATSON B. DUNCAN MIDDLE/TIMBER TRACE ELEM	SYSTEM #	400

PHASE NUMBER	APPROACH / INTERVAL	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
1															
2	NA	20.0	4.0	45.0	45.0	4.0	1.0	0.0	0.0	1			1		L2:NORMAL
3															
4	EA	6.0	4.0	60.0	75.0	4.0	1.0	7.0	22.0	0			0		L4:D/N (5) L4R:D/N (10)
5	NALT	4.0	2.0	25.0	25.0	4.0	1.0	0.0	0.0	0			0		L5:NORMAL
6	SA	20.0	4.0	45.0	45.0	4.0	1.0	7.0	22.0	1			1		L6:NORMAL
7															
8															

PRE-EMPTION TIMING	GREEN BEFORE	TRACK CLR	TRACK CLR YEL	MIN DWELL	YEL AFTER	RED AFTER

SPECIAL FUNCTIONS	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH
			YES		
	2 -6	2,6	5	2 - 6	4

COMMENTS	STOP-N-GO 06:30 THRU 18:30 SCHOOL DAYS ONLY. FLASH ALL OTHER HOURS.	TIMING DESIGNED BY: Q. BARI, P.E.	DATE: 1/14/2013
MAX II ACTIVE 7:30 TO 8:00 SCHOOL DAYS ONLY.		APPROVED BY: Q. BARI, P.E.	DATE: