



Revised April 13, 2021  
February 5, 2021

Sent via e-mail: Andrew.Maxey@PulteGroup.com

Andrew Maxey  
VP of Land Acquisition  
PulteGroup, Inc  
4400 PGA Blvd, Suite 700  
Palm Beach Gardens, FL 33410

**Re: Sherwood Park – Traffic Concurrency  
PCN 12-42-46-13-25-007-0030**

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with *Palm Beach County (PBC) - Traffic Performance Standards (TPS) - Article 12 of the PBC Unified Land Development Code (ULDC)*. This traffic statement is associated with Land Use Amendment/Rezoning/Site Plan/Platting applications for the Sherwood Park property. The site is located just south of W Atlantic Avenue, ±½-mile east of Military Trail in the City of Delray Beach, Florida.

Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 12-42-46-13-25-007-0030. A copy of the property appraiser information for the site is included as Exhibit 1. The Sherwood Park property is proposing 79 Single Family homes on the subject site. Exhibit 2 includes a copy of a preliminary site plan.



Figure 1 : Project Location

Project trip generation rates used for this analysis were based on *PBC Trip Generation Rates* dated March 2, 2020. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. Project buildout is expected in the year 2026.

According to provisions in *Article 12 of the PBC ULDC – Section 3.B*, if a structure or building has not been discontinued or abandoned for five (5) or more years prior to the time of the application, then the project is eligible for an existing use credit against project traffic. See Exhibit 3 for a layout of the 18-hole golf course and Exhibit 4 for a 2016 aerial of the site.

**Table 1: Trip Generation Rates**

| Land Use      | ITE Code | Daily Trip Gen. | AM Peak Hour |     |       | PM Peak Hour |     |                         |
|---------------|----------|-----------------|--------------|-----|-------|--------------|-----|-------------------------|
|               |          |                 | In           | Out | Total | In           | Out | Total                   |
| Golf Course   | 430      | 30.38           | 79%          | 21% | 1.76  | 53%          | 47% | 2.91                    |
| Single Family | 210      | 10              | 25%          | 75% | 0.74  | 63%          | 37% | Ln(T)=0.96<br>Ln(X)+0.2 |

Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the existing and proposed development. According to Table 2, the additional net Daily, AM and PM peak hour trips potentially generated due to the proposed changes to the site are 243, 26 and 29 trips respectively.

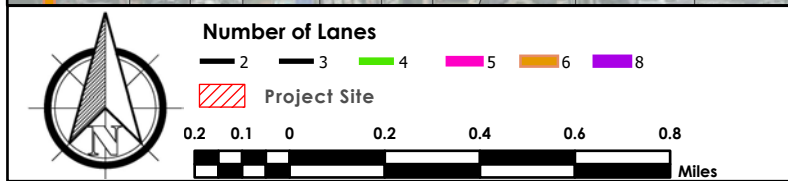
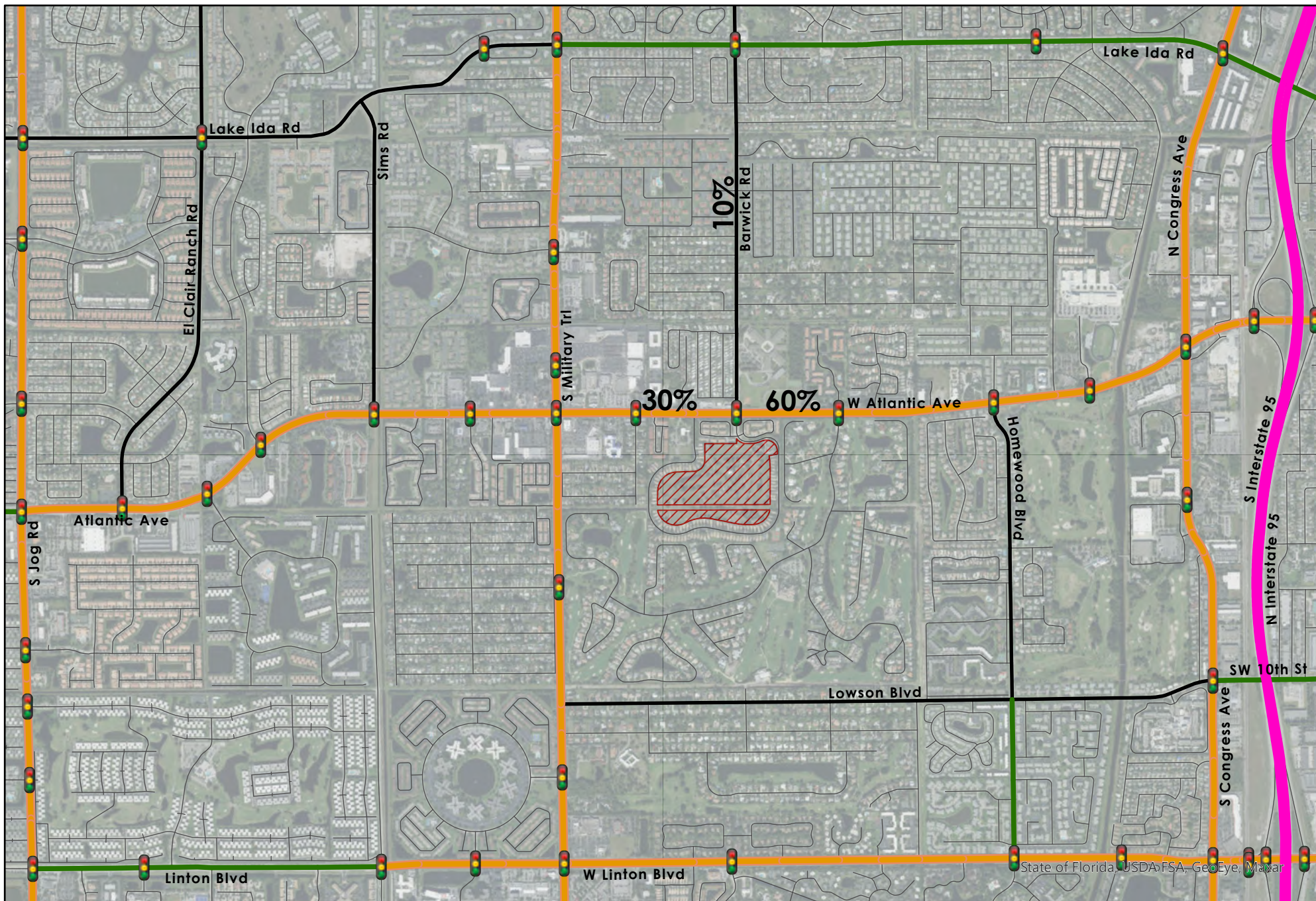
**Table 2: Trip Generation**

| Land Use                    | Intensity | Daily      | AM Peak Hour |           |           | PM Peak Hour |           |           |
|-----------------------------|-----------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                             |           |            | In           | Out       | Total     | In           | Out       | Total     |
| <b>Vested Development</b>   |           |            |              |           |           |              |           |           |
| Golf Course                 | 18 Holes  | 547        | 25           | 7         | 32        | 28           | 24        | 52        |
| <b>Net Vested Traffic</b>   |           | <b>547</b> | <b>25</b>    | <b>7</b>  | <b>32</b> | <b>28</b>    | <b>24</b> | <b>52</b> |
| <b>Proposed Development</b> |           |            |              |           |           |              |           |           |
| Single Family               | 79 DUs    | 790        | 15           | 43        | 58        | 51           | 30        | 81        |
| <b>Net Proposed Traffic</b> |           | <b>790</b> | <b>15</b>    | <b>43</b> | <b>58</b> | <b>51</b>    | <b>30</b> | <b>81</b> |
| <b>Net Traffic</b>          |           | <b>243</b> | <b>(10)</b>  | <b>36</b> | <b>26</b> | <b>23</b>    | <b>6</b>  | <b>29</b> |

Based on *Table 12.b.2.D-7 3A* from the *Palm Beach County Traffic Performance Standards* and given the trip generation characteristics from Table 2, a 1/2-mile Radius of Development Influence (RDI) needs to be considered for traffic impact analysis. Table 3 includes the traffic assignment within Test 1 RDI while Figure 2 shows the project trip distribution as well as the signalized intersections and roadway geometry within the RDI used to determine the functional classification of the impacted roadways.

**Table 3: Project Impact**

| Roadway      | From         | To            | Ln | Number of Existing and Proposed Traffic Signals - 1 | Length (miles) | Signalized Intersections per mile | Class | LOS Capacity | Traffic Assignment | Project Traffic | Traffic Impact |
|--------------|--------------|---------------|----|---|----------------|-----------------------------------|-------|--------------|--------------------|-----------------|----------------|
| Atlantic Ave | Military Tr  | Barwick Rd    | 6D | 3   | 0.51           | 5.88                              | II    | 2,680        | 30%                | 11              | 0.41%          |
| Atlantic Ave | Barwick Rd   | Homewood Blvd | 6D | 2   | 0.73           | 2.74                              | II    | 2,680        | 60%                | 22              | 0.82%          |
| Barwick Rd   | Atlantic Ave | Lake Ida Rd   | 2  | 1   | 1.03           | 0.97                              | I     | 880          | 10%                | 4               | 0.45%          |



**Figure 2:**  
**Traffic Assignment**  
**Sherwood Park Golf Club**



According to the *PBC - TPS* and the *Land Development Design Standards Manual*, a left-turn lane is required at each driveway where inbound peak hour left-turning traffic is equal or greater than 30 vehicles. A right-turn lane is required at each driveway where street Average Daily Traffic (ADT) volumes exceed 10,000 vehicles per day, and driveway daily volume is greater than 1,000 trips, with inbound peak hour right-turning traffic being at least 75 vehicles.

Figure 3 provides Daily, AM and PM peak hour driveway volumes for the Sherwood Park property. Based on the information presented in Figure 2, *PBC - TPS*, and the *Land Development Design Standards Manual*, turn lanes are not warranted at the project driveway.

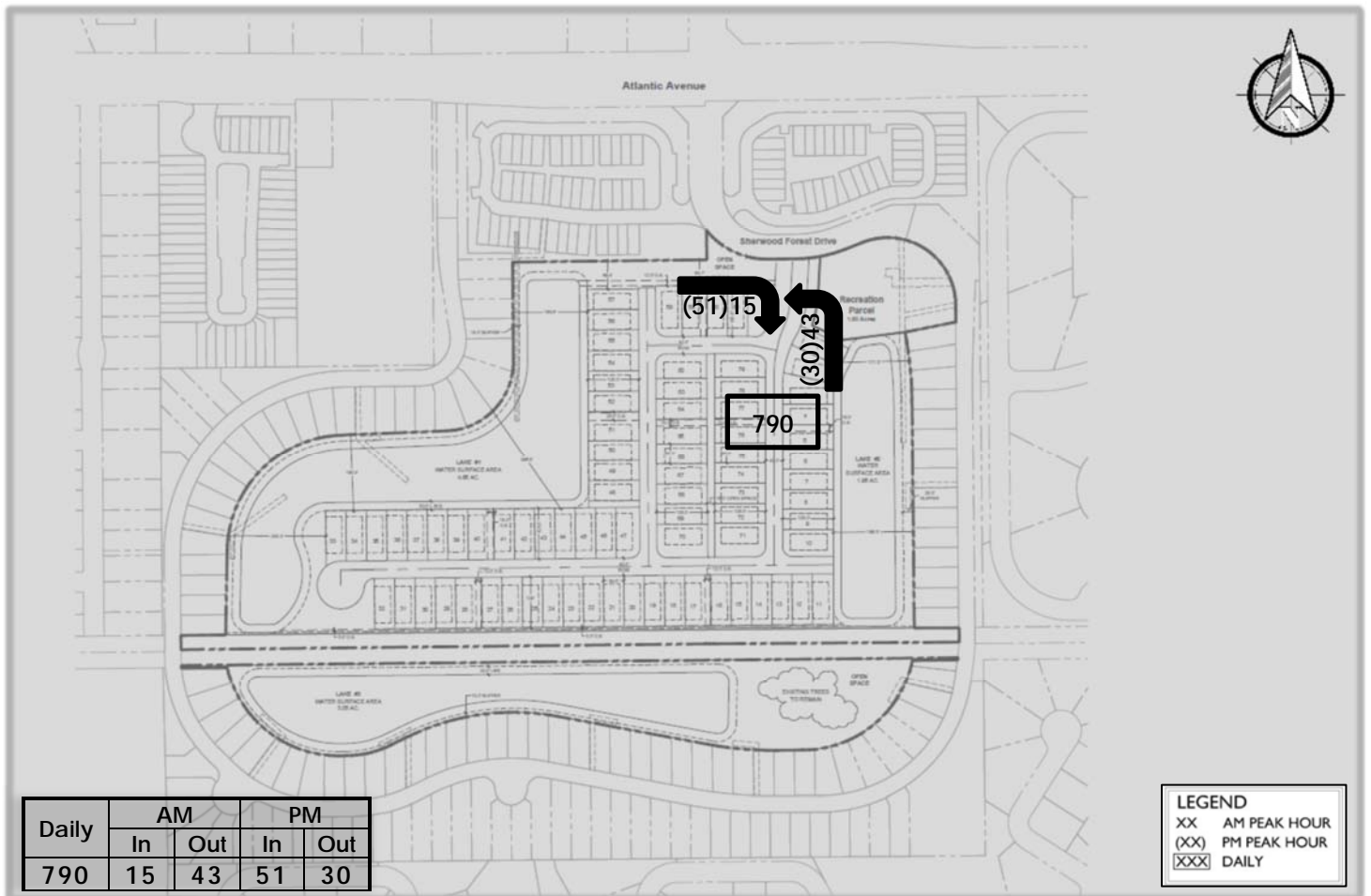


Figure 3: Driveway Volumes

Sherwood Park project connects to the throughfare network at the signalized intersection of Atlantic Ave and Barwick Rd/Sherwood Forest Dr. Therefore, CMA and HCS analyses at this intersection are included in Exhibit 5 and summarized in Table 4. As shown in Table 4, Atlantic Ave and Barwick Rd/Sherwood Forest Dr will operate at Level of Service 'D' or better at project buildout where the westbound left turn lane will be able to accommodate background and future traffic at project buildout in the year 2026.

**Table 4: 10<sup>th</sup> CMA/HCS Summary**

|  | Eastbound |       |       | Westbound       |       |       | Northbound |      |       | Southbound |      |       |
|--|-----------|-------|-------|-----------------|-------|-------|------------|------|-------|------------|------|-------|
|  | LT        | Thru  | RT    | LT <sup>1</sup> | Thru  | RT    | LT         | Thru | RT    | LT         | Thru | RT    |
| <b>AM</b>  |           |       |       |                 |       |       |            |      |       |            |      |       |
| Volume (veh/h)                                   | 131       | 1,648 | 14    | 19              | 1,058 | 204   | 42         | 5    | 57    | 387        | 5    | 302   |
| 95 <sup>th</sup> Percentile Queue Length (ft/ln) | 116.1     | 554.1 | 562.6 | 17.5            | 363.8 | 217.4 | -          | 93.7 | 112.7 | 731.1      | 7.6  | 451.5 |
| Intersection Delay, s/veh / LOS                  | 36.4/D    |       |       |                 |       |       |            |      |       |            |      |       |
| CMA  | 769       |       |       |                 |       |       |            |      |       |            |      |       |
| <b>PM</b>  |           |       |       |                 |       |       |            |      |       |            |      |       |
| Volume (veh/h)                                   | 254       | 1,510 | 42    | 74              | 1,562 | 333   | 18         | 12   | 29    | 261        | 8    | 223   |
| 95 <sup>th</sup> Percentile Queue Length (ft/ln) | 285.8     | 450.7 | 452.5 | 60.9            | 525   | 325   | -          | 64.8 | 59.6  | 494.8      | 14.1 | 355.5 |
| Intersection Delay, s/veh / LOS                  | 28.0/C    |       |       |                 |       |       |            |      |       |            |      |       |
| CMA  | 910       |       |       |                 |       |       |            |      |       |            |      |       |

<sup>1</sup> Storage Length = 200 Feet

Furthermore, as requested by City of Delray Beach staff, Table 5 summarizes the net Daily, AM, and PM peak trips potentially generated by the existing and a maximum allowable potential of 5 DU/acre. According to Table 5, the additional net Daily, AM and PM peak hour trips potentially generated due to the theoretical maximum potential would be 1,303, 105 and 131 trips respectively.

**Table 5: Trip Generation Maximum Potential**

| Land Use                             | Intensity            | Daily        | AM Peak Hour |            |            | PM Peak Hour |           |            |
|--------------------------------------|----------------------|--------------|--------------|------------|------------|--------------|-----------|------------|
|                                      |                      |              | In           | Out        | Total      | In           | Out       | Total      |
| <b>Vested Development</b>            |                      |              |              |            |            |              |           |            |
| Golf Course                          | 18 Holes             | 547          | 25           | 7          | 32         | 28           | 24        | 52         |
| <b>Net Vested Traffic</b>            |                      | <b>547</b>   | <b>25</b>    | <b>7</b>   | <b>32</b>  | <b>28</b>    | <b>24</b> | <b>52</b>  |
| <b>Maximum Potential Development</b> |                      |              |              |            |            |              |           |            |
| Single Family                        | 185 <sup>2</sup> DUs | 1,850        | 34           | 103        | 137        | 115          | 68        | 183        |
| <b>Net Proposed Traffic</b>          |                      | <b>1,850</b> | <b>34</b>    | <b>103</b> | <b>137</b> | <b>115</b>   | <b>68</b> | <b>183</b> |
| <b>Net Traffic Max Potential</b>     |                      | <b>1,303</b> | <b>9</b>     | <b>96</b>  | <b>105</b> | <b>87</b>    | <b>44</b> | <b>131</b> |

<sup>2</sup> 37.1 Acres X 5 DU/Ac

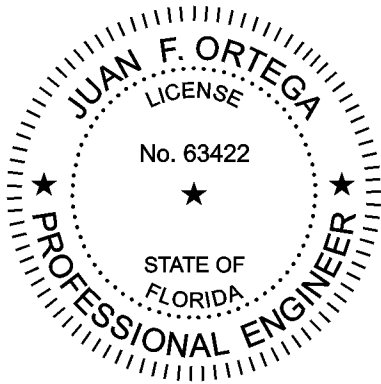
The Site currently has a Land Use designation of Open Space (OS), as well as Zoning designation of Open Space and Recreation (OSR). These designations do not allow for redevelopment of the site for the purposes of density or intensity, requiring a modification to both. The applicant is proposing to rezone the Site to the PRD zoning designation, consistent with the Sherwood Forest and Legacy at Sherwood Forest developments, and has filed a companion Land Use Map Amendment request to amend the Land Use to Low Density (LD), also consistent with the Sherwood Forest and Legacy at Sherwood Forest developments.

Furthermore, the applicant is requesting a Master Development Plan Modification, a Waiver, and a Class II Site Plan Review that will limit the proposed development to a maximum of 79 single-family modified zero lot line residential lots with a clubhouse facility and other recreation amenities, such as fitness center, pool, and tot lot, along with passive park areas and other open spaces and extended lakes. The applicant will Plat the property as required, establishing the required Home Owners Association. Consequently, Exhibit 6 includes a copy of the PBC TPS approval for the proposed project with a maximum density of 79 single-family homes. Any changes to the proposed intensity of 79 dwelling units will require the applicant to obtain a new Traffic Concurrency determination.

The proposed changes to the Sherwood Park property have been evaluated following *PBC TPS - Article 12 of the PBC ULDC*. This analysis shows that the proposed request to reconfigure the site to accommodate 79 Single Family homes will generate less than one percent (1%) of the adjacent roadway peak-hour peak-direction LOS in all links included within the PBC RDI. Therefore, the proposed development will be in compliance with *PBC TPS - Article 12 of the PBC ULDC*. Project build-out is expected in the year 2026.

Sincerely,

**JFO GROUP INC**  
COA Number 32276



- Enclosures:
- Exhibit 1: Property Appraiser Information
  - Exhibit 2: Conceptual Site Plan
  - Exhibit 3: Sherwood Park Golf Course
  - Exhibit 4: 2016 Aerial
  - Exhibit 5: CMA/HCS Intersection Analysis
  - Exhibit 6: Traffic Concurrency Approval – 79 DUs

**Property Detail**

Location Address 170 SHERWOOD FOREST DR  
 Municipality DELRAY BEACH  
 Parcel Control Number 12-42-46-13-25-007-0030  
 Subdivision SHERWOOD FOREST PL 1  
 Official Records Book 14410 Page 559  
 Sale Date NOV-2002  
 Legal Description SHERWOOD FOREST PL 1 TRS G-3 & G-4 K/A GOLF COURST TRS

**Owner Information**

| Owners                      | Mailing address                                   |
|-----------------------------|---|
| SHERWOOD PARK GOLF CLUB INC | 49 SW FLAGLER AVE STE 201<br>STUART FL 34994 2148 |

**Sales Information**

| Sales Date | Price       | OR Book/Page  | Sale Type     | Owner                       |
|------------|-------------|---------------|---------------|-----------------------------|
| NOV-2002   | \$225,000   | 14410 / 00559 | QUIT CLAIM    | SHERWOOD PARK GOLF CLUB INC |
| MAY-2000   | \$1,600,000 | 11845 / 00030 | WARRANTY DEED | PARKER BRADENTON CORP       |

**Exemption Information**

No Exemption information available

**Property Information**

Number of Units 0  
 \*Total Square Feet 6730  
 Acres 37.31  
 Use Code 3800 - GOLF COURSE  
 Zoning OSR - OSR - OPEN SPACE & RECREATION ( 12-DELRAY BEACH )

**Appraisals**

| Tax Year           | 2020      | 2019      | 2018      |
|--------------------|-----------|-----------|-----------|
| Improvement Value  | \$100,413 | \$103,264 | \$0       |
| Land Value         | \$373,100 | \$373,100 | \$0       |
| Total Market Value | \$473,513 | \$476,364 | \$475,000 |

All values are as of January 1st each year

**Assessed and Taxable Values**

| Tax Year         | 2020      | 2019      | 2018      |
|------------------|-----------|-----------|-----------|
| Assessed Value   | \$473,513 | \$476,364 | \$475,000 |
| Exemption Amount | \$0       | \$0       | \$0       |
| Taxable Value    | \$473,513 | \$476,364 | \$475,000 |

**Taxes**

| Tax Year       | 2020     | 2019     | 2018     |
|----------------|----------|----------|----------|
| Ad Valorem     | \$9,635  | \$9,801  | \$9,564  |
| Non Ad Valorem | \$4,208  | \$4,344  | \$4,344  |
| Total tax      | \$13,843 | \$14,145 | \$13,908 |

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA

**Property Detail**

Parcel Control Number: 12-42-46-13-25-007-0030 Location Address: 170 SHERWOOD FOREST DR  
 Owners: SHERWOOD PARK GOLF CLUB INC  
 Mailing Address: 49 SW FLAGLER AVE STE 201,STUART FL 34994 2148  
 Last Sale: NOV-2002 Book/Page#: 14410 / 559 Price: \$225,000  
 Property Use Code: 3800 - GOLF COURSE Zoning: OSR - OSR - OPEN SPACE & RECREATION ( 12-DELRAY BEACH )  
 Legal Description: SHERWOOD FOREST PL 1 TRS G-3 & G-4 K/A GOLF COURST TRS Total SF: 6730 Acres 37.31

**2020 Values (Current)**

Improvement Value \$100,413  
 Land Value \$373,100  
 Total Market Value \$473,513  
 Assessed Value \$473,513  
 Exemption Amount \$0  
 Taxable Value \$473,513

**2020 Taxes**

Ad Valorem \$9,635  
 Non Ad Valorem \$4,208  
 Total Tax \$13,843

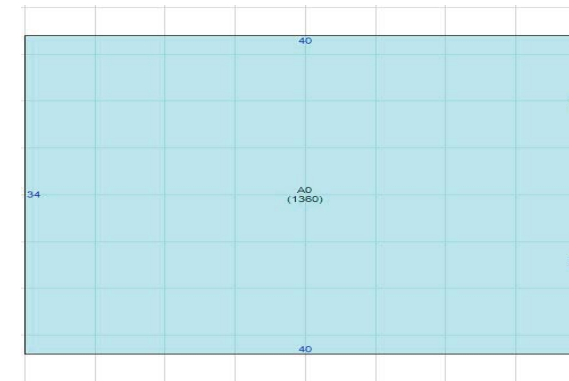
**2020 Qualified Exemptions**

No Details Found

**Applicants**

No Details Found

**Building Footprint (Building 1)**



**Subarea and Square Footage (Building 1)**

| Description                 | Area Sq. Footage |
|-----------------------------|------------------|
| WAREHOUSE                   | 1360             |
| Total Square Footage : 1360 |                  |

**Extra Features**

| Description      | Year Built | Unit  |
|------------------|------------|-------|
| Wall             | 1990       | 152   |
| Paving- Asphalt  | 1990       | 36539 |
| Walkway-Concrete | 1990       | 670   |
| Walkway-Concrete | 1990       | 450   |

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

**Structural Details (Building 1)**

| Description          | Year Built | Unit |
|----------------------|------------|------|
| 1. Year Built        | 1960       |      |
| 2. WAREHOUSE STORAGE | 1360       |      |

**MAP**



Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA

12/26/2020

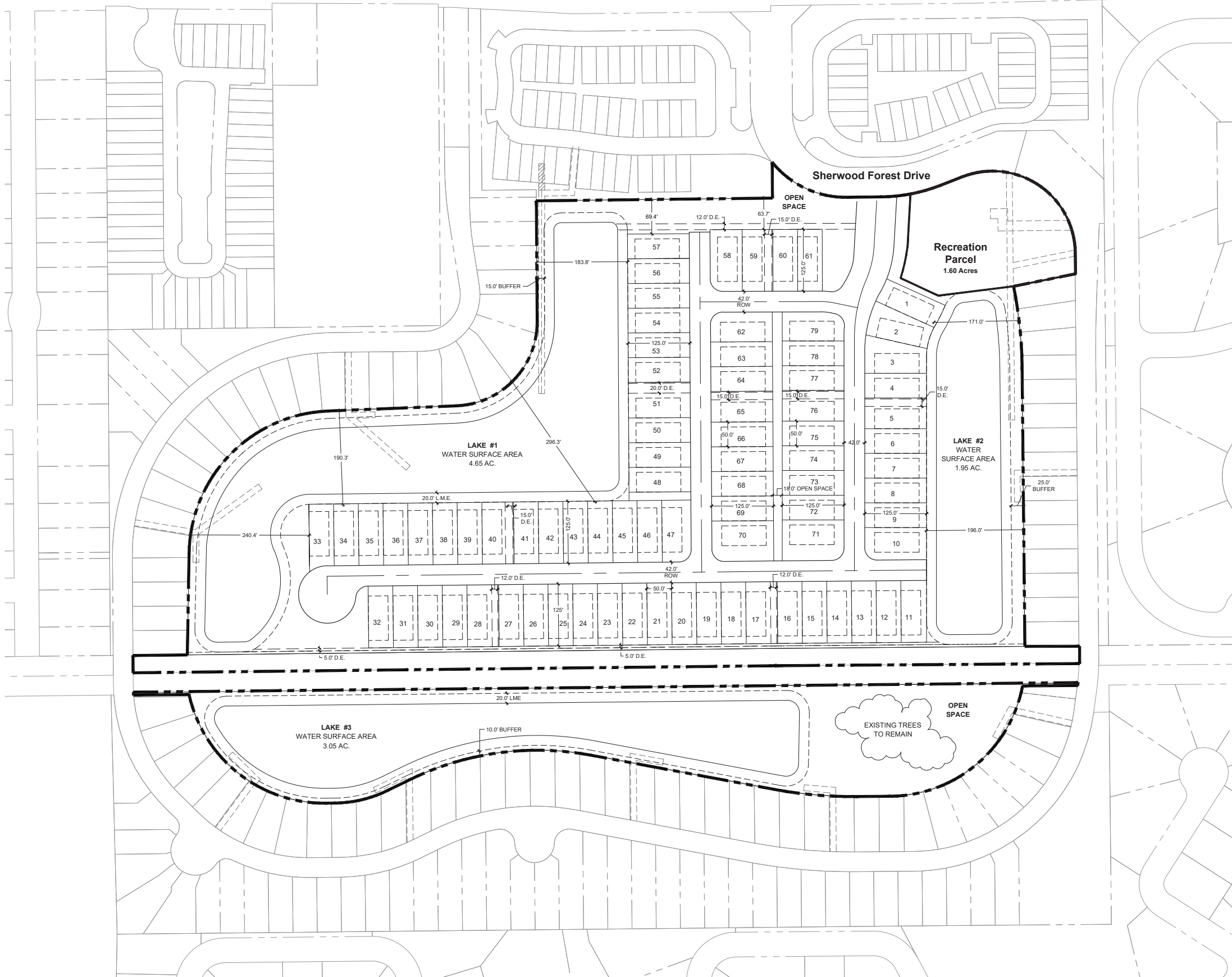
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Atlantic Avenue

Sherwood Forest Drive

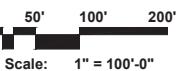


**Sherwood Park Golf Club  
Residential Redevelopment**  
City of Delray Beach, Florida  
Conceptual Site Plan

Drawings were created using AutoCAD 2018. All dimensions are in feet and inches. The drawing is for conceptual purposes only. © 2018 Urban Design Kilday Studios, Inc.



NORTH



Date: January 2018  
Project No.: 18-004.000  
Designed By: WJT  
Drawn By:  
Checked By:

Revision Dates:

|            |
|------------|
| 03.01.2018 |
| 03.05.2018 |
| 04.27.2018 |
| 07.09.2018 |
| 08.12.2018 |
| 09.18.2018 |
| 10.16.2019 |
| 10.17.2019 |
| 12.10.2020 |

SITE DATA  
SITE AREA: 37.31 ACRES  
TOTAL UNITS: 79 UNITS  
(50' X 125')  
\*ASSUMES 10' SIDE SETBACK  
DENSITY: 2.12 DU/ACRE  
LAKE AREA: 9.65 ACRES (26%)

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# Sherwood Park Golf Course

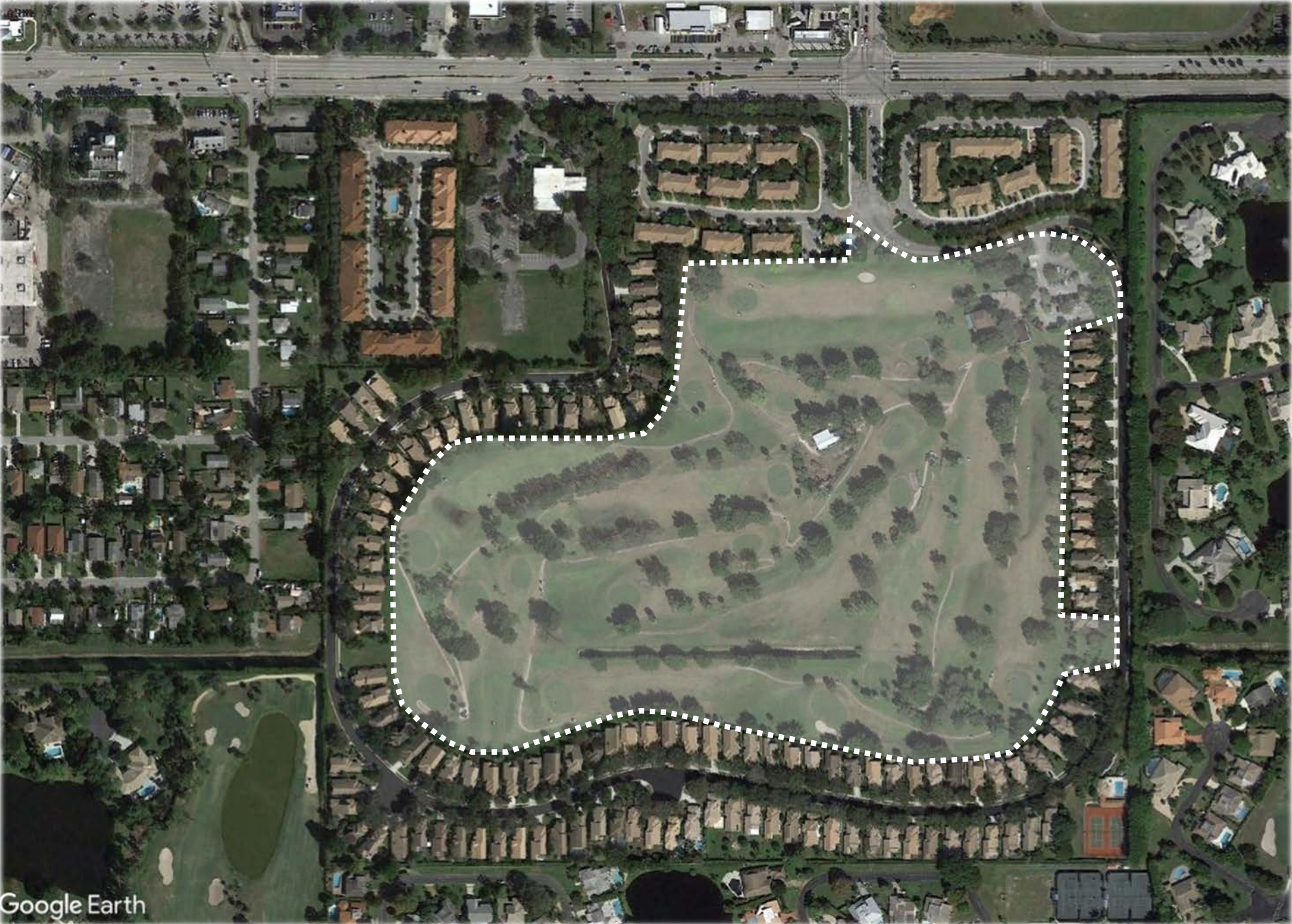
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Source: <https://www.golfpass.com/travel-advisor/courses/2001-sherwood-park-golf-course#layout>

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2016 Aerial



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### Critical Movement Analysis



**Atlantic Ave and Barwick Rd/Sherwood Forest Dr**  
**Sherwood Park Golf Club**

**Input Data**

|                    |   |       |
|--------------------|---|-------|
| GR                 | = | 1.00% |
| Peak Season        | = | 1.00  |
| Traffic Count Year | = | 2019  |
| Buildout Year      | = | 2026  |
| Years              | = | 7     |

| AM Peak Hour |     | PM Peak Hour |     | Proposed Development   |
|--------------|-----|--------------|-----|------------------------|
| In           | Out | In           | Out |                        |
| 15           | 43  | 51           | 30  | 79 Single Family Homes |

#### AM Peak Hour

| AM                                | Eastbound           |       |     | Westbound           |       |     | Northbound |      |     | Southbound |      |     |
|-----------------------------------|---------------------|-------|-----|---------------------|-------|-----|------------|------|-----|------------|------|-----|
|                                   | LT                  | Thru  | RT  | LT                  | Thru  | RT  | LT         | Thru | RT  | LT         | Thru | RT  |
| Volume 21-Feb-19                  | 120                 | 1,522 | 8   | 9                   | 965   | 181 | 27         | 1    | 29  | 355        | 3    | 281 |
| Peak Season Volume                | 120                 | 1,522 | 8   | 9                   | 965   | 181 | 27         | 1    | 29  | 355        | 3    | 281 |
| 2026 Historic Growth              | 129                 | 1,632 | 9   | 10                  | 1,035 | 194 | 29         | 1    | 31  | 381        | 3    | 301 |
| Major Project Traffic             | 2                   | 16    | 0   | 0                   | 23    | 10  | 0          | 0    | 0   | 6          | 0    | 1   |
| Major Project Traffic + 1% growth | 131                 | 1,648 | 9   | 10                  | 1,058 | 204 | 29         | 1    | 31  | 387        | 3    | 302 |
| % Project Traffic                 | -                   | -     | 30% | 60%                 | -     | -   | 30%        | 10%  | 60% | -          | 10%  | -   |
| Project Traffic Direction         | -                   | -     | IN  | IN                  | -     | -   | OUT        | OUT  | OUT | -          | IN   | -   |
| Project Traffic                   | -                   | -     | 5   | 9                   | -     | -   | 13         | 4    | 26  | -          | 2    | -   |
| 2026 Total Traffic <sup>1</sup>   | 131                 | 1,648 | 14  | 19                  | 1,058 | 204 | 42         | 5    | 57  | 387        | 5    | 302 |
| <b>Critical Volume</b>            |                     |       |     |                     |       |     |            |      |     |            |      |     |
| No. of Lanes                      | 1                   | 3     | -   | 1                   | 3     | 1   | 1          | -    | 1   | 2          | -    | 1   |
| Approach Volume                   | 1,793               |       |     | -                   |       |     | 104        |      |     | 694        |      |     |
| Per Lane Volume <sup>2</sup>      | 131                 | 554   | -   | 19                  | 353   | 0   | 47         | -    | 0   | 196        | -    | 111 |
| North-South Critical              | EB LT + WB TH = 484 |       |     | WB LT + EB TH = 573 |       |     |            |      |     |            |      |     |
| East-West Critical                | NB LT + SB RT = 158 |       |     | SB LT + NB RT = 196 |       |     |            |      |     |            |      |     |
| Maximum Critical Sum              | 573                 |       |     | 196                 |       |     | = 769      |      |     |            |      |     |
| Status?                           | <b>OK</b>           |       |     |                     |       |     |            |      |     |            |      |     |

#### PM Peak Hour

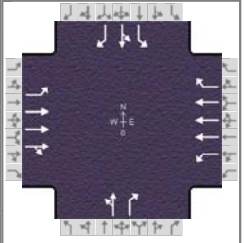
| PM                                | Eastbound           |       |     | Westbound           |       |     | Northbound |      |     | Southbound |      |     |
|-----------------------------------|---------------------|-------|-----|---------------------|-------|-----|------------|------|-----|------------|------|-----|
|                                   | LT                  | Thru  | RT  | LT                  | Thru  | RT  | LT         | Thru | RT  | LT         | Thru | RT  |
| Volume 21-Feb-19                  | 235                 | 1,346 | 25  | 40                  | 1,400 | 296 | 8          | 8    | 10  | 227        | 3    | 207 |
| Peak Season Volume                | 235                 | 1,346 | 25  | 40                  | 1,400 | 296 | 8          | 8    | 10  | 227        | 3    | 207 |
| 2026 Historic Growth              | 252                 | 1,443 | 27  | 43                  | 1,501 | 317 | 9          | 9    | 11  | 243        | 3    | 222 |
| Major Project Traffic             | 2                   | 67    | 0   | 0                   | 61    | 16  | 0          | 0    | 0   | 18         | 0    | 1   |
| Major Project Traffic + 1% growth | 254                 | 1,510 | 27  | 43                  | 1,562 | 333 | 9          | 9    | 11  | 261        | 3    | 223 |
| % Project Traffic                 | -                   | -     | 30% | 60%                 | -     | -   | 30%        | 10%  | 60% | -          | 10%  | -   |
| Project Traffic Direction         | -                   | -     | IN  | IN                  | -     | -   | OUT        | OUT  | OUT | -          | IN   | -   |
| Project Traffic                   | -                   | -     | 15  | 31                  | -     | -   | 9          | 3    | 18  | -          | 5    | -   |
| 2026 Total Traffic <sup>1</sup>   | 254                 | 1,510 | 42  | 74                  | 1,562 | 333 | 18         | 12   | 29  | 261        | 8    | 223 |
| <b>Critical Volume</b>            |                     |       |     |                     |       |     |            |      |     |            |      |     |
| No. of Lanes                      | 1                   | 3     | -   | 1                   | 3     | 1   | 1          | -    | 1   | 2          | -    | 1   |
| Approach Volume                   | 1,806               |       |     | -                   |       |     | 59         |      |     | 492        |      |     |
| Per Lane Volume <sup>2</sup>      | 254                 | 517   | -   | 74                  | 521   | 138 | 30         | -    | 0   | 135        | -    | 0   |
| North-South Critical              | EB LT + WB TH = 775 |       |     | WB LT + EB TH = 591 |       |     |            |      |     |            |      |     |
| East-West Critical                | NB LT + SB RT = 30  |       |     | SB LT + NB RT = 135 |       |     |            |      |     |            |      |     |
| Maximum Critical Sum              | 775                 |       |     | 135                 |       |     | = 910      |      |     |            |      |     |
| Status?                           | <b>OK</b>           |       |     |                     |       |     |            |      |     |            |      |     |

<sup>1</sup> Build out year traffic was estimated using the greater of the historical growth rate and committed development traffic+1% historical growth rate. Then, existing traffic and development traffic were added to the growth in the build-out year.

<sup>2</sup> Right-turn volume was adjusted based on the right turns on red and the overlapping left turns

## HCS7 Signalized Intersection Input Data

| General Information |                            |               |                             | Intersection Information |          |  |  |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|--|--|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |  |  |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |  |  |
| Jurisdiction        | State of Florida           | Time Period   | AM                          | PHF                      | 0.95     |  |  |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |  |  |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026AM_Atlantic&Barwick.xus |                          |          |  |  |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |  |  |



| Demand Information | EB  |      |    | WB |      |     | NB |   |    | SB  |   |     |
|--------------------|-----|------|----|----|------|-----|----|---|----|-----|---|-----|
|                    | L   | T    | R  | L  | T    | R   | L  | T | R  | L   | T | R   |
| Approach Movement  |     |      |    |    |      |     |    |   |    |     |   |     |
| Demand (v), veh/h  | 131 | 1648 | 14 | 19 | 1058 | 204 | 42 | 5 | 57 | 387 | 5 | 302 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |      |     |     |     |     | Signal Phases |     |     |     |     |     |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|------|-----|-----|-----|-----|---------------|-----|-----|-----|-----|-----|
| Cycle, s           | 160.0 | Reference Phase | 2   | Green             | 2.4 | 5.8 | 80.0 | 37.0 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Offset, s          | 0     | Reference Point | End | Yellow            | 5.0 | 0.0 | 5.0  | 4.0  | 4.0 | 0.0 | 0.0 | 0.0 | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red               | 2.0 | 0.0 | 2.0  | 2.0  | 2.0 | 0.0 | 0.0 | 0.0 | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |      |     |     |     |     |               |     |     |     |     |     |

| Traffic Information                                | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
|  | L    | T    | R    | L    | T    | R    | L    | T    | R    | L    | T    | R    |
| Approach Movement                                  |      |      |      |      |      |      |      |      |      |      |      |      |
| Demand (v), veh/h                                  | 131  | 1648 | 14   | 19   | 1058 | 204  | 42   | 5    | 57   | 387  | 5    | 302  |
| Initial Queue (Q <sub>b</sub> ), veh/h             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                   |      | None |      |      | None |      |      | None |      |      | None |      |
| Heavy Vehicles (P <sub>HV</sub> ), %               | 2    | 2    |      | 2    | 2    | 2    |      | 2    | 2    | 2    | 2    | 2    |
| Ped / Bike / RTOR, /h                              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                  | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft                                | 0    | 0    |      | 200  | 0    | 0    |      | 0    | 0    | 0    | 0    | 0    |
| Grade (P <sub>g</sub> ), %                         |      | 0    |      |      | 0    |      |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                  | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   |

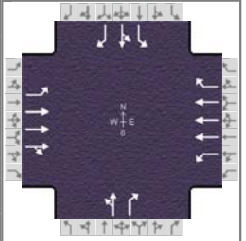
| Phase Information                                   | EBL  | EBT  | WBL  | WBT  | NBL | NBT  | SBL | SBT  |
|---|------|------|------|------|-----|------|-----|------|
| Maximum Green (G <sub>max</sub> ) or Phase Split, s | 25.0 | 50.0 | 18.0 | 43.0 |     | 49.0 |     | 43.0 |
| Yellow Change Interval (Y), s                       | 5.0  | 5.0  | 5.0  | 5.0  |     | 4.0  |     | 4.0  |
| Red Clearance Interval (R <sub>c</sub> ), s         | 2.0  | 2.0  | 2.0  | 2.0  |     | 2.0  |     | 2.0  |
| Minimum Green (G <sub>min</sub> ), s                | 4    | 20   | 4    | 20   |     | 6    |     | 6    |
| Start-Up Lost Time (lt), s                          | 2.0  | 2.0  | 2.0  | 2.0  | 2.0 | 2.0  | 2.0 | 2.0  |
| Extension of Effective Green (e), s                 | 2.0  | 2.0  | 2.0  | 2.0  | 2.0 | 2.0  | 2.0 | 2.0  |
| Passage (PT), s                                     | 2.0  | 2.0  | 2.0  | 2.0  |     | 2.0  |     | 2.0  |
| Recall Mode   | Off  | Min  | Off  | Min  |     | Off  |     | Off  |
| Dual Entry  | No   | Yes  | No   | Yes  |     | Yes  |     | Yes  |
| Walk (Walk), s                                      |      | 7.0  |      | 7.0  |     | 7.0  |     | 7.0  |
| Pedestrian Clearance Time (PC), s                   |      | 27.0 |      | 25.0 |     | 35.0 |     | 29.0 |

| Multimodal Information                      | EB  |      |     | WB  |      |     | NB  |      |     | SB  |      |     |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0   | No   | 25  | 0   | No   | 25  | 0   | No   | 25  | 0   | No   | 25  |
| Walkway / Crosswalk Width / Length, ft      | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   |
| Street Width / Island / Curb                | 0   | 0    | No  | 0   | 0    | No  | 0   | 0    | No  | 0   | 0    | No  |
| Width Outside / Bike Lane / Shoulder, ft    | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 |
| Pedestrian Signal / Occupied Parking        | No  | 0.50 |     | No  | 0.50 |     | No  | 0.50 |     | No  | 0.50 |     |



# HCS7 Signalized Intersection Results Summary

| General Information |                            |               |                             | Intersection Information |          |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |
| Jurisdiction        | State of Florida           | Time Period   | AM                          | PHF                      | 0.95     |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026AM_Atlantic&Barwick.xus |                          |          |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |



| Demand Information  | EB  |      |    | WB |      |     | NB |   |    | SB  |   |     |
|---------------------|-----|------|----|----|------|-----|----|---|----|-----|---|-----|
|                     | L   | T    | R  | L  | T    | R   | L  | T | R  | L   | T | R   |
| Approach Movement   |     |      |    |    |      |     |    |   |    |     |   |     |
| Demand ( v ), veh/h | 131 | 1648 | 14 | 19 | 1058 | 204 | 42 | 5 | 57 | 387 | 5 | 302 |

| Signal Information |       |                 |     | Phase Diagram |      |      |     |     |  |  |  |  |  |  |
|--------------------|-------|-----------------|-----|---------------|------|------|-----|-----|--|--|--|--|--|--|
| Cycle, s           | 160.0 | Reference Phase | 2   |               |      |      |     |     |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |               |      |      |     |     |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |               |      |      |     |     |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |               |      |      |     |     |  |  |  |  |  |  |
|                    |       | Green           | 2.4 | 5.8           | 80.0 | 37.0 | 8.8 | 0.0 |  |  |  |  |  |  |
|                    |       | Yellow          | 5.0 | 0.0           | 5.0  | 4.0  | 4.0 | 0.0 |  |  |  |  |  |  |
|                    |       | Red             | 2.0 | 0.0           | 2.0  | 2.0  | 2.0 | 0.0 |  |  |  |  |  |  |

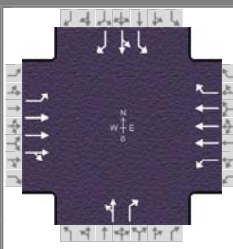
| Timer Results                              | EBL  | EBT  | WBL  | WBT  | NBL | NBT  | SBL | SBT  |
|--|------|------|------|------|-----|------|-----|------|
| Assigned Phase                             | 5    | 2    | 1    | 6    |     | 8    |     | 4    |
| Case Number                                | 1.1  | 4.0  | 1.1  | 3.0  |     | 11.0 |     | 9.0  |
| Phase Duration, s                          | 15.2 | 92.8 | 9.4  | 87.0 |     | 14.8 |     | 43.0 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 7.0  | 7.0  | 7.0  | 7.0  |     | 6.8  |     | 6.0  |
| Max Allow Headway ( MAH ), s               | 3.2  | 0.0  | 3.2  | 0.0  |     | 3.3  |     | 3.3  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 8.0  |      | 2.9  |      |     | 7.9  |     | 38.5 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.3  | 0.0  | 0.0  | 0.0  |     | 0.2  |     | 0.0  |
| Phase Call Probability                     | 1.00 |      | 0.59 |      |     | 0.99 |     | 1.00 |
| Max Out Probability                        | 0.00 |      | 0.00 |      |     | 0.00 |     | 1.00 |

| Movement Group Results                           | EB    |       |       | WB    |       |       | NB |       |       | SB    |       |       |   |
|--|-------|-------|-------|-------|-------|-------|----|-------|-------|-------|-------|-------|---|
|  | L     | T     | R     | L     | T     | R     | L  | T     | R     | L     | T     | R     |   |
| Assigned Movement                                | 5     | 2     | 12    | 1     | 6     | 16    | 3  | 8     | 18    | 7     | 4     | 14    |   |
| Adjusted Flow Rate ( v ), veh/h                  | 138   | 1168  | 581   | 20    | 1114  | 215   |    | 49    | 60    | 407   | 5     | 318   |   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  | 1870  | 1862  | 1781  | 1698  | 1585  |    | 1790  | 1585  | 1781  | 1870  | 1585  |   |
| Queue Service Time ( g <sub>s</sub> ), s         | 6.0   | 33.7  | 33.7  | 0.9   | 22.4  | 6.7   |    | 4.3   | 5.9   | 36.5  | 0.3   | 28.8  |   |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 6.0   | 33.7  | 33.7  | 0.9   | 22.4  | 6.7   |    | 4.3   | 5.9   | 36.5  | 0.3   | 28.8  |   |
| Green Ratio ( g/C )                              | 0.56  | 0.54  | 0.54  | 0.51  | 0.50  | 0.73  |    | 0.05  | 0.06  | 0.23  | 0.23  | 0.28  |   |
| Capacity ( c ), veh/h                            | 318   | 2006  | 999   | 157   | 2546  | 1159  |    | 90    | 103   | 412   | 433   | 448   |   |
| Volume-to-Capacity Ratio ( X )                   | 0.433 | 0.582 | 0.582 | 0.127 | 0.437 | 0.185 |    | 0.550 | 0.583 | 0.989 | 0.012 | 0.710 |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 116.1 | 554.1 | 562.6 | 17.5  | 363.8 | 217.4 |    | 93.7  | 112.7 | 731.1 | 7.6   | 451.5 |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 4.6   | 21.8  | 22.2  | 0.7   | 14.3  | 8.6   |    | 3.7   | 4.4   | 28.8  | 0.3   | 17.8  |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.00  | 0.00  | 0.00  | 0.09  | 0.00  | 0.00  |    | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |   |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 19.4  | 25.0  | 25.0  | 22.1  | 25.6  | 6.7   |    | 74.2  | 72.7  | 61.3  | 47.4  | 51.5  |   |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 0.3   | 1.2   | 2.5   | 0.1   | 0.5   | 0.4   |    | 1.9   | 1.9   | 41.2  | 0.0   | 4.4   |   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Control Delay ( d ), s/veh                       | 19.7  | 26.3  | 27.5  | 22.2  | 26.2  | 7.0   |    | 76.2  | 74.6  | 102.5 | 47.4  | 56.0  |   |
| Level of Service ( LOS )                         | B     | C     | C     | C     | C     | A     |    | E     | E     | F     | D     | E     |   |
| Approach Delay, s/veh / LOS                      | 26.2  |       | C     | 23.1  |       | C     |    | 75.3  |       | E     | 81.9  |       | F |
| Intersection Delay, s/veh / LOS                  | 36.4  |       |       |       |       |       | D  |       |       |       |       |       |   |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 1.91 | B | 2.11 | B | 2.76 | C | 2.62 | C |
| Bicycle LOS Score / LOS    | 1.53 | B | 1.23 | A | 0.67 | A | 1.69 | B |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                            |               |                             | Intersection Information |          |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |
| Jurisdiction        | State of Florida           | Time Period   | AM                          | PHF                      | 0.95     |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026AM_Atlantic&Barwick.xus |                          |          |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |



| Demand Information  | EB  |      |    | WB |      |     | NB |   |    | SB  |   |     |
|---------------------|-----|------|----|----|------|-----|----|---|----|-----|---|-----|
|                     | L   | T    | R  | L  | T    | R   | L  | T | R  | L   | T | R   |
| Approach Movement   |     |      |    |    |      |     |    |   |    |     |   |     |
| Demand ( v ), veh/h | 131 | 1648 | 14 | 19 | 1058 | 204 | 42 | 5 | 57 | 387 | 5 | 302 |

| Signal Information |       |                 |     | Signal Timing Diagram |     |      |      |     |     |  |  |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|-----|------|------|-----|-----|--|--|--|--|--|--|
| Cycle, s           | 160.0 | Reference Phase | 2   |                       |     |      |      |     |     |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |     |      |      |     |     |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |     |      |      |     |     |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |     |      |      |     |     |  |  |  |  |  |  |
|                    |       | Green           |     | 2.4                   | 5.8 | 80.0 | 37.0 | 8.8 | 0.0 |  |  |  |  |  |  |
|                    |       | Yellow          |     | 5.0                   | 0.0 | 5.0  | 4.0  | 4.0 | 0.0 |  |  |  |  |  |  |
|                    |       | Red             |     | 2.0                   | 0.0 | 2.0  | 2.0  | 2.0 | 0.0 |  |  |  |  |  |  |

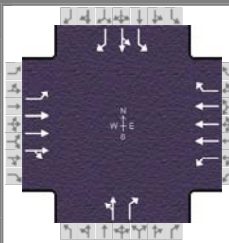
| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.908 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.957 | 0.957 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.995 | 0.995 |       | 0.000 | 0.847 |       | 0.000 | 0.847 |       | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1781  | 5555  | 47    | 1781  | 5095  | 1585  | 1600  | 190   | 1585  | 1781  | 1870  | 1585  |
| Proportion of Vehicles Arriving on Green (P)         | 0.05  | 0.54  | 0.54  | 0.01  | 0.50  | 0.50  | 0.05  | 0.05  | 0.05  | 0.23  | 0.23  | 0.23  |
| Incremental Delay Factor (k)                         | 0.04  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  |       | 0.04  | 0.04  | 0.49  | 0.04  | 0.23  |

| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|------|-------|------|-------|-----|-------|-----|-------|
| Lost Time ( $t_L$ )                                 | 7.0  | 7.0   | 7.0  | 7.0   |     | 6.0   |     | 4.0   |
| Green Ratio ( $g/C$ )                               | 0.56 | 0.54  | 0.51 | 0.50  |     | 0.05  |     | 0.23  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 506  | 0     | 275  | 0     |     | 0     |     | 1781  |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |     |       |     |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 80.8 | 0.0   | 80.0 | 0.0   |     | 0.0   |     | 18.2  |
| Permitted Service Time ( $g_u$ ), s                 | 57.5 | 0.0   | 50.1 | 0.0   |     | 0.0   |     | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 8.7  |       | 2.3  |       |     |       |     |       |
| Time to First Blockage ( $g_t$ ), s                 | 0.0  | 0.0   | 0.0  | 0.0   |     | 0.0   |     | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |     |       |     |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 1585  |     | 1585  |     | 1585  |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 37.0  |     | 2.4   |     | 8.2   |

| Multimodal                       | EB      |       |        | WB    |        |       | NB     |       |  | SB |  |  |
|----------------------------------|---------|-------|--------|-------|--------|-------|--------|-------|--|----|--|--|
| Pedestrian $F_w / F_v$           | 1.198   | 0.000 | 1.389  | 0.000 | 1.983  | 0.000 | 1.852  | 0.000 |  |    |  |  |
| Pedestrian $F_s / F_{delay}$     | 0.000   | 0.114 | 0.000  | 0.120 | 0.000  | 0.179 | 0.000  | 0.171 |  |    |  |  |
| Pedestrian $M_{corner} / M_{cw}$ |         |       |        |       |        |       |        |       |  |    |  |  |
| Bicycle $c_b / d_b$              | 1072.62 | 17.20 | 999.58 | 20.02 | -87.50 | 87.15 | 110.43 | 71.41 |  |    |  |  |
| Bicycle $F_w / F_v$              | -3.64   | 1.04  | -3.64  | 0.74  | -3.64  | 0.18  | -3.64  | 1.21  |  |    |  |  |

# HCS7 Signalized Intersection Results Graphical Summary

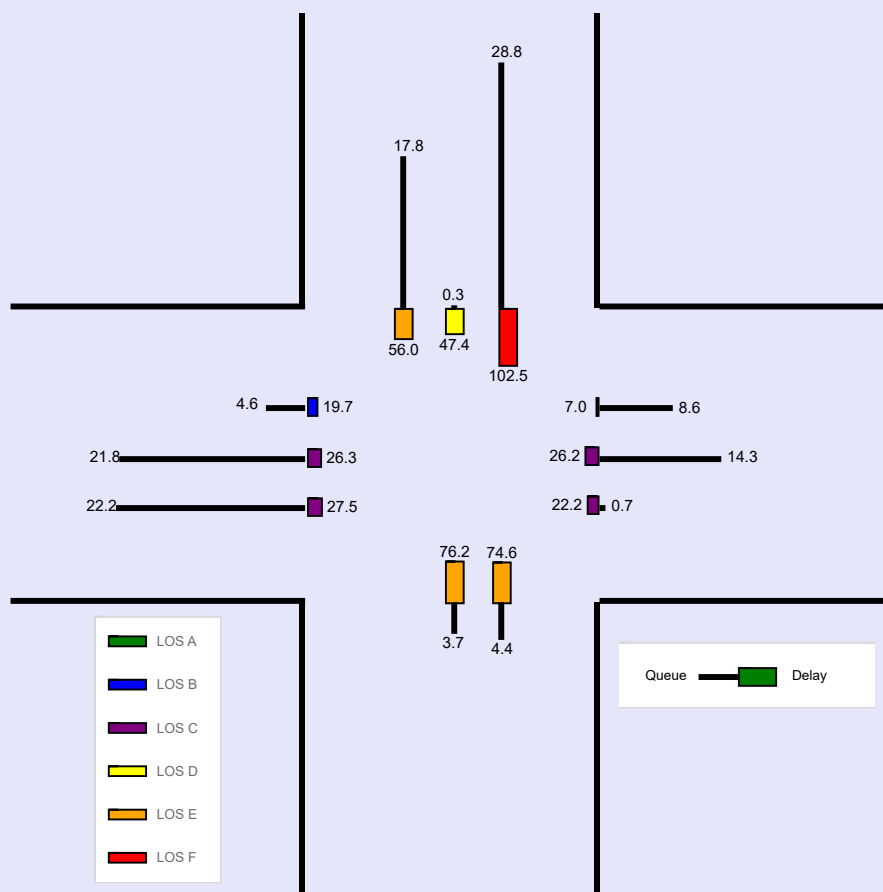
| General Information |                            |               |                             | Intersection Information |          |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |
| Jurisdiction        | State of Florida           | Time Period   | AM                          | PHF                      | 0.95     |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026AM_Atlantic&Barwick.xus |                          |          |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |



| Demand Information  | EB  |      |    | WB |      |     | NB |   |    | SB  |   |     |
|---------------------|-----|------|----|----|------|-----|----|---|----|-----|---|-----|
|                     | L   | T    | R  | L  | T    | R   | L  | T | R  | L   | T | R   |
| Approach Movement   |     |      |    |    |      |     |    |   |    |     |   |     |
| Demand ( v ), veh/h | 131 | 1648 | 14 | 19 | 1058 | 204 | 42 | 5 | 57 | 387 | 5 | 302 |

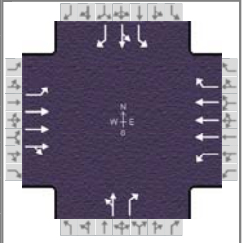
| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |           |     |     |        | Signal Phases |     |     |     |     |     |     |     |     |     |     |     |     |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|-----------|-----|-----|--------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cycle, s           | 160.0 | Reference Phase | 2   | Green             | 2.4 | 5.8 | 80.0 | 37.0      | 8.8 | 0.0 | Yellow | 5.0           | 0.0 | 5.0 | 4.0 | 4.0 | 0.0 | Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |
| Offset, s          | 0     | Reference Point | End | Diagram 1         |     |     |      | Diagram 2 |     |     |        | Diagram 3     |     |     |     |     |     |     |     |     |     |     |     |     |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Diagram 4         |     |     |      | Diagram 5 |     |     |        | Diagram 6     |     |     |     |     |     |     |     |     |     |     |     |     |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Diagram 7         |     |     |      | Diagram 8 |     |     |        | Diagram 9     |     |     |     |     |     |     |     |     |     |     |     |     |

| Movement Group Results                          | EB    |       |       | WB   |       |       | NB |      |       | SB    |      |       |   |
|---|-------|-------|-------|------|-------|-------|----|------|-------|-------|------|-------|---|
|   | L     | T     | R     | L    | T     | R     | L  | T    | R     | L     | T    | R     |   |
| Approach Movement                               |       |       |       |      |       |       |    |      |       |       |      |       |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 116.1 | 554.1 | 562.6 | 17.5 | 363.8 | 217.4 |    | 93.7 | 112.7 | 731.1 | 7.6  | 451.5 |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 4.6   | 21.8  | 22.2  | 0.7  | 14.3  | 8.6   |    | 3.7  | 4.4   | 28.8  | 0.3  | 17.8  |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.00  | 0.00  | 0.00  | 0.09 | 0.00  | 0.00  |    | 0.00 | 0.00  | 0.00  | 0.00 | 0.00  |   |
| Control Delay ( d ), s/veh                      | 19.7  | 26.3  | 27.5  | 22.2 | 26.2  | 7.0   |    | 76.2 | 74.6  | 102.5 | 47.4 | 56.0  |   |
| Level of Service ( LOS)                         | B     | C     | C     | C    | C     | A     |    | E    | E     | F     | D    | E     |   |
| Approach Delay, s/veh / LOS                     | 26.2  |       | C     | 23.1 |       | C     |    | 75.3 |       | E     | 81.9 |       | F |
| Intersection Delay, s/veh / LOS                 | 36.4  |       |       |      |       |       | D  |      |       |       |      |       |   |



## HCS7 Signalized Intersection Input Data

| General Information |                            |               |                             | Intersection Information |          |  |  |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|--|--|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |  |  |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |  |  |
| Jurisdiction        | State of Florida           | Time Period   | PM                          | PHF                      | 0.95     |  |  |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |  |  |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026PM_Atlantic&Barwick.xus |                          |          |  |  |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |  |  |



| Demand Information | EB  |      |    | WB |      |     | NB |    |    | SB  |   |     |
|--------------------|-----|------|----|----|------|-----|----|----|----|-----|---|-----|
|                    | L   | T    | R  | L  | T    | R   | L  | T  | R  | L   | T | R   |
| Approach Movement  |     |      |    |    |      |     |    |    |    |     |   |     |
| Demand (v), veh/h  | 254 | 1510 | 42 | 74 | 1562 | 333 | 18 | 12 | 29 | 261 | 8 | 223 |

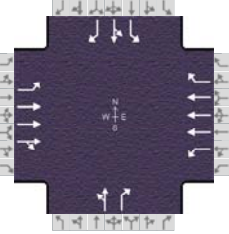
| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |      |     |     |  |  | Signal Phases |  |  |  |  |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|------|-----|-----|--|--|---------------|--|--|--|--|
| Cycle, s           | 170.0 | Reference Phase | 2   |                   |     |     |      |      |     |     |  |  |               |  |  |  |  |
| Offset, s          | 0     | Reference Point | End | Green             | 5.1 | 1.1 | 96.4 | 28.6 | 5.7 | 0.0 |  |  |               |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Yellow            | 5.0 | 5.0 | 5.0  | 4.0  | 4.0 | 0.0 |  |  |               |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Red               | 2.0 | 2.0 | 2.0  | 2.0  | 2.0 | 0.0 |  |  |               |  |  |  |  |

| Traffic Information                                | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
|  | L    | T    | R    | L    | T    | R    | L    | T    | R    | L    | T    | R    |
| Approach Movement                                  |      |      |      |      |      |      |      |      |      |      |      |      |
| Demand (v), veh/h                                  | 254  | 1510 | 42   | 74   | 1562 | 333  | 18   | 12   | 29   | 261  | 8    | 223  |
| Initial Queue (Q <sub>b</sub> ), veh/h             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                   |      | None |      |      | None |      |      | None |      |      | None |      |
| Heavy Vehicles (P <sub>HV</sub> ), %               | 2    | 2    |      | 2    | 2    | 2    |      | 2    | 2    | 2    | 2    | 2    |
| Ped / Bike / RTOR, /h                              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                  | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft                                | 0    | 0    |      | 200  | 0    | 0    |      | 0    | 0    | 0    | 0    | 0    |
| Grade (P <sub>g</sub> ), %                         |      | 0    |      |      | 0    |      |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                  | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   | 30   |

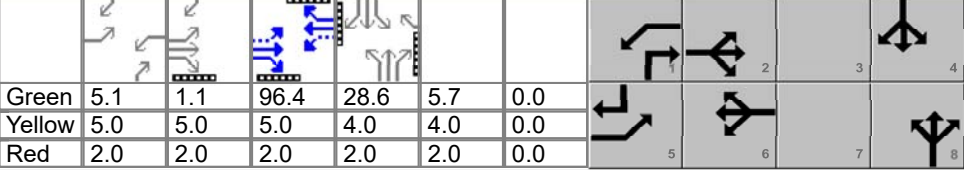
| Phase Information                                   | EBL  | EBT  | WBL  | WBT  | NBL | NBT  | SBL | SBT  |
|---|------|------|------|------|-----|------|-----|------|
| Maximum Green (G <sub>max</sub> ) or Phase Split, s | 25.0 | 60.0 | 18.0 | 53.0 |     | 49.0 |     | 43.0 |
| Yellow Change Interval (Y), s                       | 5.0  | 5.0  | 5.0  | 5.0  |     | 4.0  |     | 4.0  |
| Red Clearance Interval (R <sub>c</sub> ), s         | 2.0  | 2.0  | 2.0  | 2.0  |     | 2.0  |     | 2.0  |
| Minimum Green (G <sub>min</sub> ), s                | 4    | 20   | 4    | 20   |     | 6    |     | 6    |
| Start-Up Lost Time (lt), s                          | 2.0  | 2.0  | 2.0  | 2.0  | 2.0 | 2.0  | 2.0 | 2.0  |
| Extension of Effective Green (e), s                 | 2.0  | 2.0  | 2.0  | 2.0  | 2.0 | 2.0  | 2.0 | 2.0  |
| Passage (PT), s                                     | 2.0  | 2.0  | 2.0  | 2.0  |     | 2.0  |     | 2.0  |
| Recall Mode   | Off  | Min  | Off  | Min  |     | Off  |     | Off  |
| Dual Entry  | No   | Yes  | No   | Yes  |     | Yes  |     | Yes  |
| Walk (Walk), s                                      |      | 7.0  |      | 7.0  |     | 7.0  |     | 7.0  |
| Pedestrian Clearance Time (PC), s                   |      | 27.0 |      | 25.0 |     | 35.0 |     | 29.0 |

| Multimodal Information                      | EB  |      |     | WB  |      |     | NB  |      |     | SB  |      |     |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0   | No   | 25  | 0   | No   | 25  | 0   | No   | 25  | 0   | No   | 25  |
| Walkway / Crosswalk Width / Length, ft      | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   |
| Street Width / Island / Curb                | 0   | 0    | No  | 0   | 0    | No  | 0   | 0    | No  | 0   | 0    | No  |
| Width Outside / Bike Lane / Shoulder, ft    | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 |
| Pedestrian Signal / Occupied Parking        | No  | 0.50 |     | No  | 0.50 |     | No  | 0.50 |     | No  | 0.50 |     |

## HCS7 Signalized Intersection Results Summary

| General Information |                            |               |                             | Intersection Information |          |  |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|---|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |   |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |   |
| Jurisdiction        | State of Florida           | Time Period   | PM                          | PHF                      | 0.95     |   |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |   |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026PM_Atlantic&Barwick.xus |                          |          |   |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |   |

| Demand Information    | EB  |      |    | WB |      |     | NB |    |    | SB  |   |     |
|-----------------------|-----|------|----|----|------|-----|----|----|----|-----|---|-----|
|                       | L   | T    | R  | L  | T    | R   | L  | T  | R  | L   | T | R   |
| Approach Movement     |     |      |    |    |      |     |    |    |    |     |   |     |
| Demand ( $v$ ), veh/h | 254 | 1510 | 42 | 74 | 1562 | 333 | 18 | 12 | 29 | 261 | 8 | 223 |

| Signal Information |        |                 |     |  |      |     |     |  |  |  |  |  |
|--------------------|--------|-----------------|-----|--|------|-----|-----|--|--|--|--|--|
| Cycle, s           | 170.0  | Reference Phase | 2   |  |      |     |     |  |  |  |  |  |
| Offset, s          | 0      | Reference Point | End |  |      |     |     |  |  |  |  |  |
| Uncoordinated      | No     | Simult. Gap E/W | On  |  |      |     |     |  |  |  |  |  |
| Force Mode         | Fixed  | Simult. Gap N/S | On  |  |      |     |     |  |  |  |  |  |
|                    | Green  | 5.1             | 1.1 | 96.4   | 28.6 | 5.7 | 0.0 |  |  |  |  |  |
|                    | Yellow | 5.0             | 5.0 | 5.0  | 4.0  | 4.0 | 0.0 |  |  |  |  |  |
|                    | Red    | 2.0             | 2.0 | 2.0  | 2.0  | 2.0 | 0.0 |  |  |  |  |  |

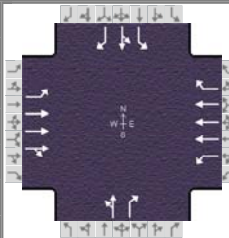
| Timer Results                     | EBL  | EBT   | WBL  | WBT   | NBL | NBT  | SBL | SBT  |
|-----------------------------------|------|-------|------|-------|-----|------|-----|------|
| Assigned Phase                    | 5    | 2     | 1    | 6     |     | 8    |     | 4    |
| Case Number                       | 1.1  | 4.0   | 1.1  | 3.0   |     | 11.0 |     | 9.0  |
| Phase Duration, s                 | 20.3 | 111.5 | 12.1 | 103.4 |     | 11.7 |     | 34.6 |
| Change Period, ( $Y+R_c$ ), s     | 7.0  | 7.0   | 7.0  | 7.0   |     | 6.0  |     | 6.0  |
| Max Allow Headway ( $MAH$ ), s    | 3.2  | 0.0   | 3.2  | 0.0   |     | 3.3  |     | 3.3  |
| Queue Clearance Time ( $g_s$ ), s | 12.7 |       | 5.1  |       |     | 5.1  |     | 27.8 |
| Green Extension Time ( $g_e$ ), s | 0.5  | 0.0   | 0.1  | 0.0   |     | 0.1  |     | 0.9  |
| Phase Call Probability            | 1.00 |       | 0.97 |       |     | 0.95 |     | 1.00 |
| Max Out Probability               | 0.00 |       | 0.00 |       |     | 0.00 |     | 0.04 |

| Movement Group Results                            | EB    |       |       | WB    |       |       | NB |       |       | SB    |       |       |   |
|---|-------|-------|-------|-------|-------|-------|----|-------|-------|-------|-------|-------|---|
|   | L     | T     | R     | L     | T     | R     | L  | T     | R     | L     | T     | R     |   |
| Approach Movement                                 |       |       |       |       |       |       |    |       |       |       |       |       |   |
| Assigned Movement                                 | 5     | 2     | 12    | 1     | 6     | 16    | 3  | 8     | 18    | 7     | 4     | 14    |   |
| Adjusted Flow Rate ( $v$ ), veh/h                 | 267   | 1094  | 539   | 78    | 1644  | 351   |    | 32    | 31    | 275   | 8     | 235   |   |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   | 1781  | 1870  | 1843  | 1781  | 1698  | 1585  |    | 1816  | 1585  | 1781  | 1870  | 1585  |   |
| Queue Service Time ( $g_s$ ), s                   | 10.7  | 27.1  | 27.1  | 3.1   | 35.1  | 12.8  |    | 2.9   | 3.1   | 25.8  | 0.6   | 22.3  |   |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 10.7  | 27.1  | 27.1  | 3.1   | 35.1  | 12.8  |    | 2.9   | 3.1   | 25.8  | 0.6   | 22.3  |   |
| Green Ratio ( $g/C$ )                             | 0.66  | 0.61  | 0.61  | 0.60  | 0.57  | 0.74  |    | 0.03  | 0.06  | 0.17  | 0.17  | 0.25  |   |
| Capacity ( $c$ ), veh/h                           | 291   | 2300  | 1133  | 233   | 2887  | 1165  |    | 61    | 101   | 300   | 315   | 391   |   |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.918 | 0.476 | 0.476 | 0.335 | 0.570 | 0.301 |    | 0.520 | 0.302 | 0.915 | 0.027 | 0.600 |   |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  | 285.8 | 450.7 | 452.5 | 60.9  | 525   | 325   |    | 64.8  | 59.6  | 494.8 | 14.1  | 355.5 |   |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 11.3  | 17.7  | 17.8  | 2.4   | 20.7  | 12.8  |    | 2.6   | 2.3   | 19.5  | 0.6   | 14.0  |   |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  | 0.00  | 0.00  | 0.00  | 0.30  | 0.00  | 0.00  |    | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  |   |
| Uniform Delay ( $d_1$ ), s/veh                    | 28.6  | 17.8  | 17.8  | 16.2  | 23.6  | 7.7   |    | 80.8  | 76.0  | 69.5  | 59.0  | 56.6  |   |
| Incremental Delay ( $d_2$ ), s/veh                | 4.9   | 0.7   | 1.4   | 0.3   | 0.8   | 0.7   |    | 2.5   | 0.6   | 19.8  | 0.0   | 0.6   |   |
| Initial Queue Delay ( $d_3$ ), s/veh              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |
| Control Delay ( $d$ ), s/veh                      | 33.5  | 18.5  | 19.3  | 16.5  | 24.4  | 8.3   |    | 83.4  | 76.6  | 89.3  | 59.0  | 57.1  |   |
| Level of Service (LOS)                            | C     | B     | B     | B     | C     | A     |    | F     | E     | F     | E     | E     |   |
| Approach Delay, s/veh / LOS                       | 20.9  |       | C     | 21.4  |       | C     |    | 80.0  |       | F     | 74.2  |       | E |
| Intersection Delay, s/veh / LOS                   | 28.0  |       |       |       |       |       | C  |       |       |       |       |       |   |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 1.90 | B | 2.10 | B | 2.76 | C | 2.63 | C |
| Bicycle LOS Score / LOS    | 1.53 | B | 1.63 | B | 0.59 | A | 1.34 | A |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                            |               |                             | Intersection Information |          |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |
| Jurisdiction        | State of Florida           | Time Period   | PM                          | PHF                      | 0.95     |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026PM_Atlantic&Barwick.xus |                          |          |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |



| Demand Information | EB  |      |    | WB |      |     | NB |    |    | SB  |   |     |
|--------------------|-----|------|----|----|------|-----|----|----|----|-----|---|-----|
|                    | L   | T    | R  | L  | T    | R   | L  | T  | R  | L   | T | R   |
| Approach Movement  |     |      |    |    |      |     |    |    |    |     |   |     |
| Demand (v), veh/h  | 254 | 1510 | 42 | 74 | 1562 | 333 | 18 | 12 | 29 | 261 | 8 | 223 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |      |     |     |   |   | Signal Phases |   |  |  |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|------|-----|-----|---|---|---------------|---|--|--|
| Cycle, s           | 170.0 | Reference Phase | 2   | Green             | 5.1 | 1.1 | 96.4 | 28.6 | 5.7 | 0.0 | 1 | 2 | 3             | 4 |  |  |
| Offset, s          | 0     | Reference Point | End | Yellow            | 5.0 | 5.0 | 5.0  | 4.0  | 4.0 | 0.0 | 5 | 6 | 7             | 8 |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red               | 2.0 | 2.0 | 2.0  | 2.0  | 2.0 | 0.0 |   |   |               |   |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |      |     |     |   |   |               |   |  |  |

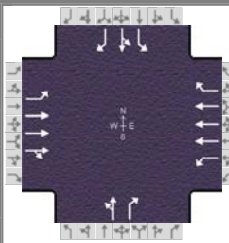
| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 | 0.984 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.908 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.971 | 0.971 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.985 | 0.985 |       | 0.000 | 0.847 |       | 0.000 | 0.847 |       | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |       |       | 1.000 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1781  | 5433  | 151   | 1781  | 5095  | 1585  | 1090  | 726   | 1585  | 1781  | 1870  | 1585  |
| Proportion of Vehicles Arriving on Green (P)         | 0.08  | 0.61  | 0.61  | 0.03  | 0.57  | 0.57  | 0.03  | 0.03  | 0.03  | 0.17  | 0.17  | 0.17  |
| Incremental Delay Factor (k)                         | 0.04  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  |       | 0.04  | 0.04  | 0.23  | 0.04  | 0.04  |

| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|------|-------|------|-------|-----|-------|-----|-------|
| Lost Time ( $t_L$ )                                 | 7.0  | 7.0   | 7.0  | 7.0   |     | 6.0   |     | 4.0   |
| Green Ratio ( $g/C$ )                               | 0.66 | 0.61  | 0.60 | 0.57  |     | 0.03  |     | 0.17  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 304  | 0     | 308  | 0     |     | 0     |     | 1781  |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |     |       |     |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 98.3 | 0.0   | 96.3 | 0.0   |     | 0.0   |     | 0.0   |
| Permitted Service Time ( $g_u$ ), s                 | 60.9 | 0.0   | 75.4 | 0.0   |     | 0.0   |     | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 60.9 |       | 7.1  |       |     |       |     |       |
| Time to First Blockage ( $g_t$ ), s                 | 0.0  | 0.0   | 0.0  | 0.0   |     | 0.0   |     | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |     |       |     |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 1585  |     | 1585  |     | 1585  |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 28.6  |     | 5.2   |     | 13.3  |

| Multimodal                       | EB      |       |         | WB    |        |       | NB    |       |  | SB |  |  |
|----------------------------------|---------|-------|---------|-------|--------|-------|-------|-------|--|----|--|--|
| Pedestrian $F_w / F_v$           | 1.198   | 0.000 | 1.389   | 0.000 | 1.983  | 0.000 | 1.852 | 0.000 |  |    |  |  |
| Pedestrian $F_s / F_{delay}$     | 0.000   | 0.102 | 0.000   | 0.111 | 0.000  | 0.181 | 0.000 | 0.175 |  |    |  |  |
| Pedestrian $M_{corner} / M_{cw}$ |         |       |         |       |        |       |       |       |  |    |  |  |
| Bicycle $c_b / d_b$              | 1229.70 | 12.61 | 1134.16 | 15.93 | -82.35 | 92.14 | 66.84 | 79.41 |  |    |  |  |
| Bicycle $F_w / F_v$              | -3.64   | 1.05  | -3.64   | 1.14  | -3.64  | 0.10  | -3.64 | 0.85  |  |    |  |  |

# HCS7 Signalized Intersection Results Graphical Summary

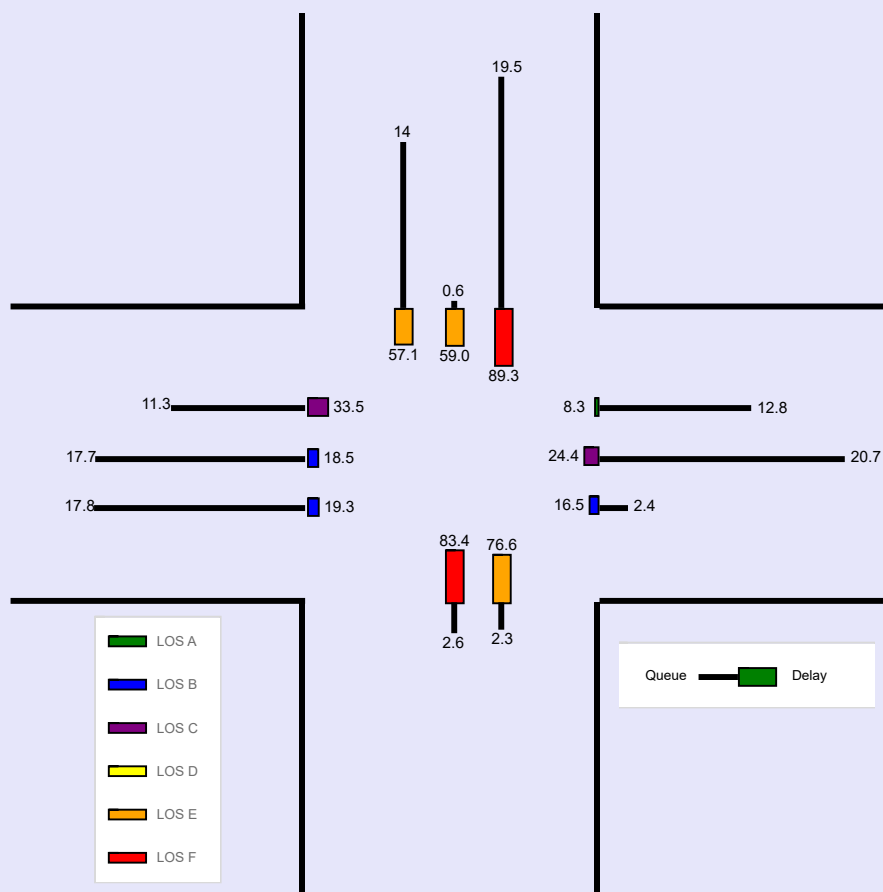
| General Information |                            |               |                             | Intersection Information |          |  |  |
|---------------------|----------------------------|---------------|-----------------------------|--------------------------|----------|--|--|
| Agency              | JFO                        |               |                             | Duration, h              | 0.250    |  |  |
| Analyst             | JF                         | Analysis Date | Dec 26, 2020                | Area Type                | Other    |  |  |
| Jurisdiction        | State of Florida           | Time Period   | PM                          | PHF                      | 0.95     |  |  |
| Urban Street        | Atlantic Ave               | Analysis Year | 2026                        | Analysis Period          | 1 > 7:00 |  |  |
| Intersection        | Atlantic Ave and Barwic... | File Name     | 2026PM_Atlantic&Barwick.xus |                          |          |  |  |
| Project Description | Sherwood Park Golf Club    |               |                             |                          |          |  |  |



| Demand Information  | EB  |      |    | WB |      |     | NB |    |    | SB  |   |     |
|---------------------|-----|------|----|----|------|-----|----|----|----|-----|---|-----|
|                     | L   | T    | R  | L  | T    | R   | L  | T  | R  | L   | T | R   |
| Approach Movement   |     |      |    |    |      |     |    |    |    |     |   |     |
| Demand ( v ), veh/h | 254 | 1510 | 42 | 74 | 1562 | 333 | 18 | 12 | 29 | 261 | 8 | 223 |

| Signal Information |       |                 |     | Signal Timing (s) |     |     |      |      |     |     |   | Signal Phases |   |   |  |
|--------------------|-------|-----------------|-----|-------------------|-----|-----|------|------|-----|-----|---|---------------|---|---|--|
| Cycle, s           | 170.0 | Reference Phase | 2   | Green             | 5.1 | 1.1 | 96.4 | 28.6 | 5.7 | 0.0 | 1 | 2             | 3 | 4 |  |
| Offset, s          | 0     | Reference Point | End | Yellow            | 5.0 | 5.0 | 5.0  | 4.0  | 4.0 | 0.0 | 5 | 6             | 7 | 8 |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red               | 2.0 | 2.0 | 2.0  | 2.0  | 2.0 | 0.0 |   |               |   |   |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                   |     |     |      |      |     |     |   |               |   |   |  |

| Movement Group Results                          | EB    |       |       | WB   |      |      | NB |      |      | SB    |      |       |
|---|-------|-------|-------|------|------|------|----|------|------|-------|------|-------|
|   | L     | T     | R     | L    | T    | R    | L  | T    | R    | L     | T    | R     |
| Approach Movement                               |       |       |       |      |      |      |    |      |      |       |      |       |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 285.8 | 450.7 | 452.5 | 60.9 | 525  | 325  |    | 64.8 | 59.6 | 494.8 | 14.1 | 355.5 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 11.3  | 17.7  | 17.8  | 2.4  | 20.7 | 12.8 |    | 2.6  | 2.3  | 19.5  | 0.6  | 14.0  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.00  | 0.00  | 0.00  | 0.30 | 0.00 | 0.00 |    | 0.00 | 0.00 | 0.00  | 0.00 | 0.00  |
| Control Delay ( d ), s/veh                      | 33.5  | 18.5  | 19.3  | 16.5 | 24.4 | 8.3  |    | 83.4 | 76.6 | 89.3  | 59.0 | 57.1  |
| Level of Service ( LOS)                         | C     | B     | B     | B    | C    | A    |    | F    | E    | F     | E    | E     |
| Approach Delay, s/veh / LOS                     | 20.9  | C     |       | 21.4 | C    |      |    | 80.0 | F    |       | 74.2 | E     |
| Intersection Delay, s/veh / LOS                 | 28.0  |       |       |      |      |      | C  |      |      |       |      |       |



| SIGNAL ID | E-W STREET     | N-S STREET          | DATE       | TIME     | NBU | NBL | NBT  | NBR | SBU | SBL | SBT  | SBR | EBU | EBL | EBT  | EBR | WBU | WBL | WBT  | WBR | TOTAL |
|-----------|----------------|---------------------|------------|----------|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-------|
| 21081     | W 13th St      | Congress Ave        | 3/13/2019  | 4:30 PM  | 3   | 2   | 809  | 88  | 0   | 124 | 727  | 2   | 0   | 1   | 1    | 1   | 0   | 113 | 1    | 155 | 2027  |
| 21081     | W 13th St      | Congress Ave        | 9/16/2019  | 4:30 PM  | 5   | 3   | 772  | 74  | 51  | 88  | 663  | 3   | 0   | 0   | 0    | 1   | 0   | 96  | 2    | 129 | 1887  |
| 21081     | W 13th St      | Congress Ave        | 10/18/2016 | 7:00 AM  | 8   | 1   | 421  | 128 | 0   | 178 | 599  | 3   | 0   | 4   | 0    | 0   | 0   | 157 | 1    | 190 | 1690  |
| 21081     | W 13th St      | Congress Ave        | 10/18/2016 | 2:45 PM  | 5   | 2   | 572  | 91  | 0   | 127 | 594  | 2   | 0   | 3   | 0    | 1   | 0   | 220 | 3    | 238 | 1858  |
| 21081     | W 13th St      | Congress Ave        | 10/18/2016 | 4:30 PM  | 3   | 3   | 836  | 105 | 0   | 117 | 701  | 1   | 0   | 3   | 3    | 0   | 0   | 133 | 2    | 205 | 2112  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 2/21/2019  | 7:45 AM  | 1   | 26  | 1    | 29  | 6   | 349 | 3    | 281 | 22  | 98  | 1522 | 8   | 2   | 7   | 965  | 181 | 3501  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 2/21/2019  | 12:00 PM | 0   | 18  | 2    | 17  | 7   | 147 | 6    | 204 | 49  | 156 | 1463 | 15  | 21  | 14  | 1183 | 183 | 3485  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 2/21/2019  | 4:00 PM  | 0   | 8   | 8    | 10  | 3   | 224 | 3    | 207 | 47  | 188 | 1346 | 25  | 26  | 14  | 1400 | 296 | 3805  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 11/30/2016 | 7:45 AM  | 0   | 24  | 5    | 20  | 2   | 332 | 14   | 261 | 17  | 99  | 1439 | 22  | 0   | 10  | 1015 | 121 | 3381  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 11/30/2016 | 12:00 PM | 0   | 17  | 6    | 14  | 9   | 142 | 2    | 155 | 49  | 128 | 1320 | 14  | 6   | 9   | 1143 | 88  | 3102  |
| 53100     | W Atlantic Ave | Barwick Rd/Sherwood | 11/30/2016 | 3:45 PM  | 0   | 15  | 6    | 16  | 3   | 215 | 8    | 210 | 38  | 184 | 1260 | 29  | 17  | 14  | 1518 | 224 | 3757  |
| 53150     | W Atlantic Ave | Congress Ave        | 3/5/2018   | 7:45 AM  | 2   | 163 | 404  | 227 | 14  | 421 | 951  | 214 | 0   | 239 | 1119 | 470 | 13  | 323 | 947  | 306 | 5813  |
| 53150     | W Atlantic Ave | Congress Ave        | 3/5/2018   | 12:00 PM | 14  | 322 | 523  | 194 | 15  | 346 | 569  | 273 | 9   | 211 | 1076 | 273 | 14  | 209 | 964  | 276 | 5288  |
| 53150     | W Atlantic Ave | Congress Ave        | 3/5/2018   | 4:45 PM  | 1   | 302 | 996  | 339 | 8   | 444 | 567  | 304 | 8   | 243 | 1138 | 207 | 10  | 163 | 1119 | 349 | 6198  |
| 53150     | W Atlantic Ave | Congress Ave        | 9/28/2016  | 7:45 AM  | 6   | 166 | 423  | 210 | 14  | 406 | 1033 | 193 | 9   | 229 | 985  | 524 | 8   | 306 | 868  | 335 | 5715  |
| 53150     | W Atlantic Ave | Congress Ave        | 9/28/2016  | 11:45 AM | 11  | 258 | 535  | 209 | 15  | 342 | 491  | 212 | 16  | 191 | 888  | 228 | 13  | 208 | 883  | 264 | 4764  |
| 53150     | W Atlantic Ave | Congress Ave        | 9/28/2016  | 4:45 PM  | 3   | 351 | 1114 | 396 | 11  | 367 | 566  | 275 | 7   | 245 | 1085 | 137 | 16  | 202 | 1165 | 320 | 6260  |
| 53046     | W Atlantic Ave | Cumberland Dr       | 11/14/2017 | 7:30 AM  | 0   | 0   | 0    | 0   | 0   | 27  | 0    | 28  | 41  | 21  | 2394 | 0   | 0   | 0   | 1239 | 20  | 3770  |
| 53046     | W Atlantic Ave | Cumberland Dr       | 11/14/2017 | 12:00 PM | 0   | 0   | 0    | 0   | 0   | 56  | 0    | 41  | 36  | 28  | 1483 | 0   | 0   | 0   | 1465 | 41  | 3150  |
| 53046     | W Atlantic Ave | Cumberland Dr       | 11/14/2017 | 4:30 PM  | 0   | 0   | 0    | 0   | 0   | 81  | 0    | 22  | 20  | 33  | 1548 | 0   | 0   | 0   | 1974 | 29  | 3707  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 2/12/2019  | 7:45 AM  | 0   | 7   | 5    | 15  | 0   | 124 | 25   | 124 | 11  | 46  | 1689 | 27  | 4   | 18  | 1048 | 68  | 3211  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 2/12/2019  | 12:00 PM | 0   | 25  | 18   | 22  | 0   | 123 | 26   | 96  | 66  | 90  | 1515 | 26  | 7   | 36  | 1408 | 112 | 3570  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 2/12/2019  | 4:45 PM  | 0   | 35  | 39   | 29  | 0   | 83  | 25   | 85  | 47  | 124 | 1507 | 12  | 6   | 20  | 1449 | 141 | 3602  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 4/25/2016  | 8:00 AM  | 0   | 6   | 4    | 4   | 0   | 131 | 23   | 76  | 10  | 27  | 1723 | 16  | 7   | 21  | 948  | 37  | 3033  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 4/25/2016  | 12:30 PM | 0   | 26  | 15   | 18  | 0   | 99  | 28   | 76  | 25  | 46  | 1047 | 58  | 4   | 27  | 1210 | 83  | 2762  |
| 53054     | W Atlantic Ave | El Clair Ranch Rd   | 4/25/2016  | 4:45 PM  | 0   | 32  | 28   | 10  | 0   | 91  | 16   | 46  | 19  | 117 | 958  | 11  | 8   | 29  | 1400 | 149 | 2914  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/25/2020  | 7:30 AM  | 0   | 0   | 0    | 0   | 1   | 358 | 1    | 177 | 11  | 261 | 1072 | 0   | 0   | 0   | 1024 | 581 | 3486  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/25/2020  | 12:15 PM | 0   | 0   | 0    | 0   | 2   | 127 | 0    | 99  | 16  | 163 | 991  | 0   | 0   | 0   | 1142 | 414 | 2954  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/25/2020  | 4:45 PM  | 0   | 0   | 0    | 0   | 1   | 129 | 0    | 182 | 5   | 214 | 1077 | 0   | 0   | 0   | 1206 | 771 | 3585  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/20/2018  | 7:30 AM  | 0   | 0   | 0    | 0   | 0   | 394 | 0    | 147 | 8   | 280 | 1290 | 0   | 0   | 0   | 858  | 847 | 3824  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/20/2018  | 12:15 PM | 0   | 0   | 0    | 0   | 0   | 169 | 0    | 86  | 14  | 163 | 1071 | 0   | 0   | 0   | 1159 | 427 | 3089  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/20/2018  | 4:45 PM  | 0   | 0   | 0    | 0   | 3   | 166 | 0    | 156 | 5   | 191 | 1203 | 0   | 0   | 0   | 1236 | 882 | 3842  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 3/14/2017  | 7:30 AM  | 0   | 0   | 0    | 0   | 0   | 425 | 0    | 329 | 23  | 182 | 963  | 0   | 0   | 0   | 783  | 581 | 3286  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 3/14/2017  | 12:00 PM | 0   | 0   | 0    | 0   | 1   | 166 | 0    | 99  | 15  | 149 | 996  | 0   | 0   | 0   | 1021 | 451 | 2898  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 3/14/2017  | 4:45 PM  | 0   | 0   | 0    | 0   | 0   | 165 | 0    | 96  | 5   | 137 | 952  | 0   | 0   | 0   | 891  | 714 | 2960  |
| 53041     | W Atlantic Ave | Fl Turnpike West    | 2/24/2016  | 7:30 AM  | 0   | 0   | 0    | 0   | 0   | 360 | 0    | 142 | 5   | 215 | 1118 | 0   | 0   | 0   | 747  | 562 | 3149  |



| STN# | ROAD         | FROM                  | TO                | LANES | PK HR<br>LOS | DAILY TRAFFIC VOLUMES |       |       |       |       | 2019 DAILY |           | 18-19<br>GR | 3YR<br>GR | 2019 AM PEAK HOUR |       |       | 2019 PM PEAK HOUR |       |       |
|------|--------------|-----------------------|-------------------|-------|--------------|-----------------------|-------|-------|-------|-------|------------|-----------|-------------|-----------|-------------------|-------|-------|-------------------|-------|-------|
|      |              |                       |                   |       |              | 2014                  | 2015  | 2016  | 2017  | 2018  | VOL        | DATE      |             |           | 2-WAY             | NB/EB | SB/WB | 2-WAY             | NB/EB | SB/WB |
| 3665 | 45TH ST      | Military Tr           | Village Blvd      | 6D    | 2680         | 39648                 | 42966 | 44770 |       | 46220 | 45923      | 3/6/2019  | -0.64%      | 0.85%     | 3335              | 1852  | 1483  | 3480              | 1699  | 1916  |
| 3843 | 45TH ST      | Congress Ave          | Australian Ave    | 6D    | 2680         | 44996                 | 43748 | 46301 | 48381 | 48274 | 49232      | 3/13/2019 | 1.98%       | 2.07%     | 3902              | 2287  | 1626  | 3370              | 1699  | 1755  |
| 3845 | 45TH ST      | Greenwood Ave         | Broadway (WPB)    | 3     | 810          | 13442                 | 13429 | 14079 | 15021 | 16145 | 17253      | 3/13/2019 | 6.86%       | 7.01%     | 1279              | 714   | 577   | 1353              | 647   | 706   |
| 1809 | A1A          | Jupiter Inlet Colony  | US 1              | 2     | 880          | 5082                  | 7322  | 7802  |       | 7957  | 7860       | 4/1/2019  | -1.22%      | 0.25%     | 715               | 347   | 376   | 708               | 288   | 424   |
| 1804 | A1A          | US 1                  | Indiantown Rd     | 2     | 880          | 7924                  | 9079  | 9866  | 10122 | 10172 | 9228       | 4/1/2019  | -9.28%      | -2.20%    | 789               | 449   | 349   | 807               | 417   | 390   |
| 1812 | A1A          | Indiantown Rd         | Ocean Way         | 2     | 1140         | 7382                  | 6475  | 7037  |       | 6789  | 6222       | 1/29/2019 | -8.35%      | -4.02%    | 515               | 250   | 265   | 608               | 305   | 303   |
| 1818 | A1A          | Ocean Way             | Marcinski Rd      | 2     | 880          | 3735                  | 4867  | 5526  | 5002  | 5339  | 5250       | 2/25/2019 | -1.67%      | -1.69%    | 319               | 145   | 174   | 425               | 224   | 216   |
| 1314 | A1A          | Marcinski Rd          | Donald Ross Rd    | 2     | 880          | 5286                  | 4210  | 4623  |       | 4257  | 4411       | 2/25/2019 | 3.62%       | -1.55%    | 255               | 118   | 137   | 345               | 196   | 161   |
| 4808 | A1A          | Phipps Ocean Park Ent | Lake Worth Rd     | 2     | 1140         |                       | 12405 |       |       |       | 9880       | 3/13/2019 |             |           | 576               | 436   | 149   | 863               | 372   | 514   |
| 4812 | A1A          | Palm Beach limits     | E Ocean Ave       | 2     | 1140         |                       | 10897 |       |       | 9727  | 10401      | 3/13/2019 | 6.93%       |           | 521               | 281   | 245   | 911               | 467   | 461   |
| 6308 | A1A          | Delray Beach          | Highland Beach    | 2     | 880          | 10565                 | 11042 | 12263 | 11650 | 12229 | 11388      | 3/11/2019 | -6.88%      | -2.44%    | 802               | 314   | 488   | 962               | 542   | 450   |
| 6800 | A1A          | Palmetto Park Rd      | Camino Real       | 2     | 880          | 12002                 | 11093 |       |       | 14640 | 12650      | 3/11/2019 | -13.59%     |           | 762               | 470   | 292   | 1009              | 447   | 569   |
| 5403 | ATLANTIC AVE | SR 7                  | Lyons Rd          | 2     | 880          | 14753                 | 16435 | 16276 |       | 18896 | 18839      | 2/6/2019  | -0.30%      | 5.00%     | 1679              | 1030  | 724   | 1503              | 726   | 781   |
| 5101 | ATLANTIC AVE | Lyons Rd              | Turnpike          | 4D    | 1960         | 25759                 | 29886 | 29311 |       | 34770 | 33103      | 2/11/2019 | -4.79%      | 4.14%     | 2630              | 1481  | 1181  | 2614              | 1348  | 1268  |
| 5209 | ATLANTIC AVE | Turnpike              | Hagen Ranch Rd    | 4D    | 1770         | 37269                 |       | 39788 |       | 45436 | 44988      | 2/11/2019 | -0.99%      | 4.18%     | 3826              | 2288  | 1563  | 3489              | 1690  | 1808  |
| 5643 | ATLANTIC AVE | Hagen Ranch Rd        | Jog Rd            | 4D    | 1770         | 32810                 | 36572 | 34880 | 39932 | 39360 | 38678      | 2/11/2019 | -1.73%      | 3.51%     | 3138              | 2035  | 1207  | 3046              | 1473  | 1573  |
| 5631 | ATLANTIC AVE | Jog Rd                | El Clair Ranch Rd | 6D    | 2680         | 37396                 | 40737 | 40190 | 42203 | 42426 | 41026      | 2/11/2019 | -3.30%      | 0.69%     | 2914              | 1710  | 1432  | 3128              | 1569  | 1571  |
| 5637 | ATLANTIC AVE | El Clair Ranch Rd     | Military Tr       | 6D    | 2940         | 41135                 | 44644 | 45021 |       | 46963 | 43896      | 2/11/2019 | -6.53%      | -0.84%    | 3030              | 1865  | 1446  | 3350              | 1646  | 1704  |
| 5609 | ATLANTIC AVE | Military Tr           | Barwick Rd        | 6D    | 2680         | 40150                 | 41810 | 43662 |       | 43458 | 40602      | 2/11/2019 | -6.57%      | -2.39%    | 2790              | 1603  | 1295  | 3022              | 1543  | 1516  |

| STN# | ROAD           | FROM                  | TO                   | LANES | PK HR<br>LOS | DAILY TRAFFIC VOLUMES |       |       |       |       | 2019 DAILY |           | 18-19<br>GR | 3YR<br>GR | 2019 AM PEAK HOUR |       |       | 2019 PM PEAK HOUR |       |       |
|------|----------------|-----------------------|----------------------|-------|--------------|-----------------------|-------|-------|-------|-------|------------|-----------|-------------|-----------|-------------------|-------|-------|-------------------|-------|-------|
|      |                |                       |                      |       |              | 2014                  | 2015  | 2016  | 2017  | 2018  | VOL        | DATE      |             |           | 2-WAY             | NB/EB | SB/WB | 2-WAY             | NB/EB | SB/WB |
| 5659 | ATLANTIC AVE   | Barwick Rd            | Congress Ave         | 6D    | 2680         | 42167                 | 44038 |       | 45219 | 44682 | 41132      | 2/11/2019 | -7.95%      |           | 2910              | 1751  | 1256  | 3027              | 1445  | 1582  |
| 2834 | AUSTRALIAN AVE | Blue Heron Blvd       | Beeline Hwy (SR 710) | 4D    | 1770         | 13358                 | 13636 | 14436 | 14810 | 14015 | 13481      | 3/11/2019 | -3.81%      | -2.26%    | 1019              | 458   | 574   | 1156              | 699   | 474   |
| 2306 | AUSTRALIAN AVE | Beeline Hwy (SR 710)  | 45th St              | 4D    | 1960         |                       | 16813 | 17266 |       |       | 18133      | 3/11/2019 |             | 1.65%     | 1350              | 646   | 704   | 1746              | 960   | 833   |
| 3802 | AUSTRALIAN AVE | 45th St               | 36th St              | 4D    | 1960         | 25480                 | 24939 | 26363 | 27424 | 30097 | 26227      | 4/1/2019  | -12.86%     | -0.17%    | 2145              | 1097  | 1063  | 2363              | 1022  | 1341  |
| 3810 | AUSTRALIAN AVE | 36th St               | 25th St              | 4D    | 1960         | 23382                 | 23335 | 23315 | 24661 | 27618 | 24384      | 4/1/2019  | -11.71%     | 1.51%     | 2104              | 1001  | 1103  | 2217              | 940   | 1284  |
| 3816 | AUSTRALIAN AVE | 25th St               | 15th St              | 4D    | 1770         | 24977                 | 27149 | 27604 | 28591 | 28549 | 28116      | 1/28/2019 | -1.52%      | 0.61%     | 2285              | 1148  | 1137  | 2598              | 1099  | 1499  |
| 3820 | AUSTRALIAN AVE | 15th St               | Palm Beach Lakes Bl  | 4D    | 1860         | 24287                 | 27794 | 25652 | 26783 | 29366 | 29178      | 1/28/2019 | -0.64%      | 4.39%     | 2255              | 1125  | 1149  | 2569              | 1083  | 1497  |
| 3924 | AUSTRALIAN AVE | Palm Beach Lakes Blvd | Banyan Blvd          | 4D    | 1770         | 22341                 | 23397 | 25273 | 27253 | 28700 | 28951      | 1/28/2019 | 0.87%       | 4.63%     | 2367              | 1189  | 1196  | 2678              | 971   | 1722  |
| 3850 | AUSTRALIAN AVE | Banyan Blvd           | Okeechobee Bl        | 6D    | 2940         | 34271                 | 33703 | 36743 |       |       | 43867      | 5/29/2019 |             | 6.09%     | 3796              | 2452  | 1362  | 4280              | 1243  | 3037  |
| 3309 | AUSTRALIAN AVE | Okeechobee Bl         | Belvedere Rd         | 4D    | 1960         | 25609                 | 28309 | 27771 | 30897 | 33481 | 30915      | 2/19/2019 | -7.66%      | 3.64%     | 2650              | 1790  | 860   | 3175              | 1023  | 2195  |
| 3610 | AUSTRALIAN AVE | Belvedere Rd          | PBIA (Turnage Blvd)  | 6D    | 2940         | 31947                 | 33550 | 35908 | 36790 | 40365 | 42125      | 2/19/2019 | 4.36%       | 5.47%     | 3759              | 2673  | 1086  | 4071              | 1411  | 2701  |
| 3658 | AUSTRALIAN AVE | PBIA (Turnage Blvd)   | Southern Blvd        | 6D    | 2940         | 32646                 | 34707 | 35292 | 38312 | 33411 | 36886      | 2/19/2019 | 10.40%      | 1.48%     | 3575              | 2561  | 1014  | 3611              | 1028  | 2583  |
| 1101 | BEELINE HWY    | Martin County Line    | Indiantown Rd        | 2     | 1140         | 8031                  | 8186  | 8503  |       | 12168 | 10438      | 4/1/2019  | -14.22%     | 7.07%     | 955               | 635   | 341   | 734               | 305   | 473   |
| 1401 | BEELINE HWY    | Indiantown Rd         | Pratt-Whitney Rd     | 2     | 1140         | 6454                  | 6604  | 8842  |       |       | 8394       | 1/14/2019 |             | -1.72%    | 729               | 434   | 308   | 578               | 244   | 334   |
| 1411 | BEELINE HWY    | Pratt-Whitney Rd      | Caloosa              | 4D    | 3320         | 12038                 | 13905 | 17076 | 15832 | 16687 | 17827      | 4/1/2019  | 6.83%       | 1.45%     | 1916              | 954   | 976   | 1140              | 594   | 550   |
| 2109 | BEELINE HWY    | Caloosa               | N County Airport     | 4D    | 3320         | 13719                 | 14160 | 17216 | 18089 | 18838 | 18199      | 1/14/2019 | -3.39%      | 1.87%     | 1901              | 859   | 1042  | 1583              | 1066  | 519   |
| 2101 | BEELINE HWY    | N County Airport      | PGA Blvd             | 4D    | 3320         | 14542                 | 14459 | 14393 |       | 17888 | 17097      | 2/5/2019  | -4.42%      | 5.91%     | 1562              | 603   | 977   | 1429              | 947   | 499   |
| 2403 | BEELINE HWY    | PGA Blvd              | Northlake Blvd       | 4D    | 3320         | 13686                 | 15237 | 13737 |       | 16143 | 15219      | 2/5/2019  | -5.72%      | 3.47%     | 1326              | 529   | 812   | 1303              | 857   | 458   |
| 2419 | BEELINE HWY    | Northlake Blvd        | Jog Rd               | 4D    | 1960         | 27018                 | 21969 | 22626 | 26014 | 27414 | 27564      | 4/3/2019  | 0.55%       | 6.80%     | 2490              | 1737  | 790   | 2389              | 944   | 1445  |

|                            |          |          |          |          |          |          |                       |          |          |          |          |          |          |          |
|----------------------------|----------|----------|----------|----------|----------|----------|-----------------------|----------|----------|----------|----------|----------|----------|----------|
| <b>A</b>                   | <b>B</b> | <b>C</b> | <b>D</b> | <b>E</b> | <b>F</b> | <b>G</b> | <b>H</b>              | <b>I</b> | <b>J</b> | <b>K</b> | <b>L</b> | <b>M</b> | <b>N</b> | <b>O</b> |
| Input Data                 |          |          |          |          |          |          |                       |          |          |          |          |          |          |          |
| E-W Street: W Atlantic Ave |          |          |          |          |          |          | COUNT DATE: 2/21/2019 |          |          | Report   |          |          |          |          |
| N-S STREET: Barwick Rd     |          |          |          |          |          |          | CURRENT YEAR: 2019    |          |          | 2/4/2021 |          |          |          |          |
| TIME PERIOD: AM            |          |          |          |          |          |          | ANALYSIS YEAR: 2026   |          |          |          |          |          |          |          |
| GROWTH RATE: -2.39%        |          |          |          |          |          |          | PSF: 1                |          |          |          |          |          |          |          |
| SIGNAL ID: 53100           |          |          |          |          |          |          |                       |          |          |          |          |          |          |          |

|                                 | Intersection Volume Development |      |       |           |      |       |            |      |       |            |      |       | Type | % Complete |
|---------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Eastbound                       |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       |      |            |
|                                 | Left                            | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Diversions                      | 0%                              | 0%   | 0%    | 0%        | 0%   | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 0                               | 0    | 0     | 0         | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Committed Developments          |                                 |      |       |           |      |       |            |      |       |            |      |       |      |            |
| Delray Medical Center Expansion | 0                               | 3    | 0     | 0         | 5    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | NR   | 76%        |
| 1690-2350 South Congress Avenue | 0                               | 5    | 0     | 0         | 8    | 8     | 0          | 0    | 0     | 5          | 0    | 0     | Res  | 15%        |
| Banyan Creek Elem.              | 2                               | 0    | 0     | 0         | 0    | 2     | 0          | 0    | 0     | 1          | 0    | 1     | NR   | 75.80%     |
| Delray Square outparcel         | 0                               | 9    | 0     | 0         | 11   | 0     | 0          | 0    | 0     | 0          | 0    | 0     | Res  | 82%        |
| Total Committed Developments    | 2                               | 17   | 0     | 0         | 24   | 10    | 0          | 0    | 0     | 6          | 0    | 1     |      |            |
| Total Committed Residential     | 0                               | 14   | 0     | 0         | 19   | 8     | 0          | 0    | 0     | 5          | 0    | 0     |      |            |
| Total Committed Non-Residential | 2                               | 3    | 0     | 0         | 5    | 2     | 0          | 0    | 0     | 1          | 0    | 1     |      |            |
| Double Count Reduction          | 0                               | 1    | 0     | 0         | 1    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Total Discounted Committed      | 2                               | 16   | 0     | 0         | 23   | 10    | 0          | 0    | 0     | 6          | 0    | 1     |      |            |
| Historical Growth               | 0                               | 0    | 0     | 0         | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Comm Dev+1% Growth              | 0                               | 0    | 0     | 0         | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Growth Volume Used              | 0                               | 0    | 0     | 0         | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Total Volume                    | 0                               | 0    | 0     | 0         | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |

|                            |  |  |  |  |  |  |                       |  |  |          |  |  |  |  |
|----------------------------|--|--|--|--|--|--|-----------------------|--|--|----------|--|--|--|--|
| Input Data                 |  |  |  |  |  |  |                       |  |  |          |  |  |  |  |
| E-W Street: W Atlantic Ave |  |  |  |  |  |  | COUNT DATE: 2/21/2019 |  |  | Report   |  |  |  |  |
| N-S STREET: Barwick Rd     |  |  |  |  |  |  | CURRENT YEAR: 2019    |  |  | 2/4/2021 |  |  |  |  |
| TIME PERIOD: PM            |  |  |  |  |  |  | ANALYSIS YEAR: 2026   |  |  |          |  |  |  |  |
| GROWTH RATE: -2.39%        |  |  |  |  |  |  | PSF: 1                |  |  |          |  |  |  |  |
| SIGNAL ID: 53100           |  |  |  |  |  |  |                       |  |  |          |  |  |  |  |

|                                 | Intersection Volume Development |       |       |           |         |       |            |      |       |            |      |       | Type | % Complete |
|---------------------------------|---------------------------------|-------|-------|-----------|---------|-------|------------|------|-------|------------|------|-------|------|------------|
|                                 | Eastbound                       |       |       | Westbound |         |       | Northbound |      |       | Southbound |      |       |      |            |
|                                 | Left                            | Thru  | Right | Left      | Thru    | Right | Left       | Thru | Right | Left       | Thru | Right |      |            |
| Diversions                      | 0%                              | 0%    | 0%    | 0%        | 0%      | 0%    | 0%         | 0%   | 0%    | 0%         | 0%   | 0%    |      |            |
| Peak Season Volume              | 0                               | 0     | 0     | 0         | 0       | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Committed Developments          |                                 |       |       |           |         |       |            |      |       |            |      |       |      |            |
| Delray Medical Center Expansion | 0                               | 5     | 0     | 0         | 3       | 0     | 0          | 0    | 0     | 0          | 0    | 0     | NR   | 76%        |
| 1690-2350 South Congress Avenue | 0                               | 18    | 0     | 0         | 16      | 16    | 0          | 0    | 0     | 18         | 0    | 0     | Res  | 15%        |
| Spaulding                       | 1                               | 0     | 0     | 0         | 0       | 0     | 0          | 0    | 0     | 0          | 0    | 0     | NR   | 85%        |
| Delray Square outparcel         | 1                               | 45    | 0     | 0         | 43      | 0     | 0          | 0    | 0     | 0          | 0    | 1     | Res  | 82%        |
| Total Committed Developments    | 2                               | 68    | 0     | 0         | 62      | 16    | 0          | 0    | 0     | 18         | 0    | 1     |      |            |
| Total Committed Residential     | 1                               | 63    | 0     | 0         | 59      | 16    | 0          | 0    | 0     | 18         | 0    | 1     |      |            |
| Total Committed Non-Residential | 1                               | 5     | 0     | 0         | 3       | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Double Count Reduction          | 0                               | 1     | 0     | 0         | 1       | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Total Discounted Committed      | 2                               | 67    | 0     | 0         | 61      | 16    | 0          | 0    | 0     | 18         | 0    | 1     |      |            |
| Historical Growth               | 0                               | 6E+33 | 0     | 0         | 3.6E+33 | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Comm Dev+1% Growth              | 0                               | 6E+33 | 0     | 0         | 3.6E+33 | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Growth Volume Used              | 0                               | 0     | 0     | 0         | 0       | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |
| Total Volume                    | 0                               | 5     | 0     | 0         | 3       | 0     | 0          | 0    | 0     | 0          | 0    | 0     |      |            |

## CONTROLLER TIME SHEET

DATE TIMING INSTALLED: \_\_\_\_\_

|               |  |                  |        |
|---------------|--|------------------|--------|
| INTERSECTION: | WEST ATLANTIC AVENUE & BARWICK RD/SHERWOOD FOREST DR | CONTROLLER TYPE: | NAZTEC |
| SIGNAL #      | 53100  | SYSTEM #         | 4710   |

| PHASE NUMBER | BOUND | TIMING INTERVAL |         |       |       |         |         |      |         |         |         |         |              |              | DETECTOR SETTINGS                     |
|--------------|-------|-----------------|---------|-------|-------|---------|---------|------|---------|---------|---------|---------|--------------|--------------|---------------------------------------|
|              |       | MIN GREEN       | GAP EXT | MAX 1 | MAX 2 | YEL CLR | RED CLR | WALK | PED CLR | MIN RCL | MAX RCL | PED RCL | PHASE ENABLE | LOCKED CALLS |                                       |
| 1            | EBLT  | 4.0             | 2.0     | 25.0  |       | 5.0     | 2.0     | 0.0  | 0.0     | 0       |         |         | 1            | 0            | L1=NORMAL                             |
| 2            | WB    | 20.0            | 4.0     | 45.0  |       | 5.0     | 2.0     | 7.0  | 25.0    | 1       |         |         | 1            | 1            | ADV=NORMAL                            |
| 3            | SB    | 6.0             | 2.0     | 30.0  |       | 4.0     | 2.0     | 7.0  | 29.0    | 0       |         |         | 1            | 0            | L3=D/N(5)<br>L8=D/N(5)<br>L8R=D/N(10) |
| 4            | NB    | 6.0             | 2.0     | 15.0  |       | 4.0     | 2.0     | 7.0  | 35.0    | 0       |         |         | 1            | 0            | L4=D/N(5)                             |
| 5            | WBLT  | 4.0             | 2.0     | 20.0  |       | 5.0     | 2.0     | 0.0  | 0.0     | 0       |         |         | 1            | 0            | L5=NORMAL                             |
| 6            | EB    | 20.0            | 4.0     | 45.0  |       | 5.0     | 2.0     | 7.0  | 27.0    | 1       |         |         | 1            | 1            | ADV=NORMAL                            |
| 7            |       |                 |         |       |       |         |         |      |         |         |         |         |              |              |                                       |
| 8            |       |                 |         |       |       |         |         |      |         |         |         |         |              |              |                                       |

| PRE-EMPTION TIMING                        |              |              |                        |                  |                 |                                |           |             | SPECIAL FUNCTIONS   |            |            |              |            |  |
|---|--------------|--------------|------------------------|------------------|-----------------|--------------------------------|-----------|-------------|---|------------|------------|--------------|------------|--|
|   | DELAY BEFORE | GREEN BEFORE | PRE-EMPT 1 LOCK MEMORY | TRACK CLR $\Phi$ | TRACK CLR GREEN | DWELL $\Phi$                   | MIN DWELL | EXIT $\Phi$ | START $\Phi$  | DUAL ENTRY | DET SWITCH | OUT OF FLASH | INTO FLASH |  |
| R/R                                       |              |              |                        |                  |                 |                                |           |             | 2,6   | 2,6        | NO         | 2,6          | 4          |  |
| BRIDGE                                    |              |              |                        |                  |                 |                                |           |             | Notes: 1. REFER TO SYSTEM TIMING AND ALT TIMING PLANS<br>2. PROGRAMMED FOR FP USING PHASE TIMES ALT<br>3.<br>4. |            |            |              |            |  |
| FIRE STN                                  |              |              |                        |                  |                 |                                |           |             |   |            |            |              |            |  |
| BUS                                       |              |              |                        |                  |                 |                                |           |             |   |            |            |              |            |  |
|   |              |              |                        |                  |                 |                                |           |             |   |            |            |              |            |  |
| TIMING DESIGNED BY: SCOTT E. ORNITZ, P.E. |              |              | DATE:                  |                  |                 | APPROVED BY: LEE GAO, P.E PTOE |           |             | DATE: 7/6/18  |            |            |              |            |  |

## SYSTEM TIMING SHEET

DATE TIMING INSTALLED: \_\_\_\_\_

|                      |  |                         |        |
|----------------------|--|-------------------------|--------|
| <b>INTERSECTION:</b> | WEST ATLANTIC AVENUE & BARWICK RD/SHERWOOD FOREST DR | <b>CONTROLLER TYPE:</b> | NAZTEC |
| <b>SYSTEM:</b>       | WEST ATLANTIC AVENUE                                 | <b>SIGNAL #</b>         | 53100  |
|                      |  | <b>SYSTEM #</b>         | 4710   |

| TOD SCHEDULER |         |       |         |          |         |       |         |        |         |       |         |
|---------------|---------|-------|---------|----------|---------|-------|---------|--------|---------|-------|---------|
| WEEKDAY       |         |       |         | WEEKEND  |         |       |         |        |         |       |         |
|               |         |       |         | SATURDAY |         |       |         | SUNDAY |         |       |         |
| TIME          | PATTERN | TIME  | PATTERN | TIME     | PATTERN | TIME  | PATTERN | TIME   | PATTERN | TIME  | PATTERN |
| 0:00          | 100     | 6:30  | 2       | 0:00     | 100     | 7:00  | 5       | 0:00   | 100     | 9:00  | 5       |
| 10:00         | 1       | 15:30 | 3       | 9:00     | 1       | 18:30 | 5       | 11:00  | 1       | 18:00 | 5       |
| 18:30         | 1       | 20:00 | 5       | 22:30    | 100     |       |         | 21:30  | 100     |       |         |
| 23:00         | 100     |       |         |          |         |       |         |        |         |       |         |

| TIMING PLANS       |       |      |       |      |       |      |       |      |       |      |       |      |     |
|--------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-----|
| PATTERN            | 1     |      | 2     |      | 3     |      | 4     |      | 5     |      | 6     |      |     |
| CYCLE LENGTH (SEC) | 160   |      | 160   |      | 170   |      | 130   |      | 120   |      | 160   |      |     |
| OFFSET (SEC)       | 90    |      | 114   |      | 3     |      | 25    |      | 90    |      | 91    |      |     |
| COORDINATED PHASE  | 2     |      | 2     |      | 2     |      | 2     |      | 2     |      | 2     |      |     |
| SEQUENCE           | 10    |      | 10    |      | 10    |      | 2     |      | 9     |      | 1     |      |     |
| ALT TIMING PLAN    | 1     |      | 2     |      | 3     |      |       |      | 5     |      |       |      |     |
|                    | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE | SPLIT | MODE |     |
| FORCE-OFF 1 (SEC)  | EBLT  | 25   | NON   | 25   | NON   | 25   | NON   | 20   | NON   | 22   | NON   | 30   | NON |
| FORCE-OFF 2 (SEC)  | WB    | 43   | MAX   | 43   | MAX   | 53   | MAX   | 59   | MAX   | 56   | MAX   | 40   | MAX |
| FORCE-OFF 3 (SEC)  | SB    | 43   | NON   | 43   | NON   | 43   | NON   | 33   | NON   | 22   | NON   | 40   | NON |
| FORCE-OFF 4 (SEC)  | NB    | 49   | NON   | 49   | NON   | 49   | NON   | 18   | NON   | 20   | NON   | 50   | NON |
| FORCE-OFF 5 (SEC)  | WBLT  | 18   | NON   | 18   | NON   | 18   | NON   | 18   | NON   | 18   | NON   | 18   | NON |
| FORCE-OFF 6 (SEC)  | EB    | 50   | MAX   | 50   | MAX   | 60   | MAX   | 61   | MAX   | 60   | MAX   | 52   | MAX |
| FORCE-OFF 7 (SEC)  |       |      | NON   |      | NON   |      | NON   |      | NON   |      | NON   |      | NON |
| FORCE-OFF 8 (SEC)  |       | 92   | NON   | 92   | NON   | 92   | NON   | 51   | NON   | 42   | NON   | 90   | NON |

**Special Features:**

1) \_\_\_\_\_

2) \_\_\_\_\_

3) \_\_\_\_\_

**TIMING DESIGNED BY:** SCOTT E. ORNITZ, P.E.

**APPROVED BY:** LEE GAO, P.E PTOE

**DATE:** 7/6/2018

[1.1.6.1] ALTERNATE TIMING SHEET

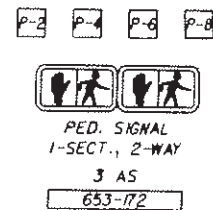
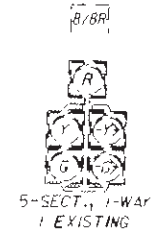
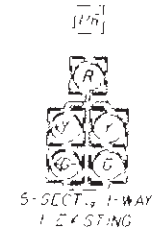
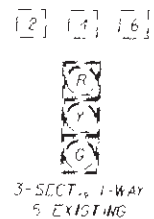
| INTERSECTION: WEST ATLANTIC AVENUE & BARWICK RD/SHERWOOD FOREST DR |           |          |       |       |        |           |      |           |                |            | SIGNAL # 53100    |           |          |       | SYSTEM # 4710 |        |           |      |           |                |            |
|--|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|---------------|--------|-----------|------|-----------|----------------|------------|
|  | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |                   | MIN GREEN | GAP TIME | MAX 1 | MAX 2         | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
| ALT TIMING PLAN 1  |           |          |       |       |        |           |      |           |                |            | ALT TIMING PLAN 2 |           |          |       |               |        |           |      |           |                |            |
| 1  | 4.0       | 2.0      | 25.0  | 22.0  | 5.0    | 2.0       | 0.0  | 0.0       | 1              |            | 1                 | 4.0       | 2.0      | 25.0  | 16.0          | 5.0    | 2.0       | 0.0  | 0.0       | 1              |            |
| 2  | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 25.0      | 2              |            | 2                 | 20.0      | 4.0      | 45.0  | 45.0          | 5.0    | 2.0       | 7.0  | 25.0      | 2              |            |
| 3  | 6.0       | 2.0      | 30.0  | 14.0  | 4.0    | 2.0       | 7.0  | 29.0      | 3              |            | 3                 | 6.0       | 2.0      | 30.0  | 20.0          | 4.0    | 2.0       | 7.0  | 29.0      | 3              |            |
| 4  | 6.0       | 2.0      | 15.0  | 8.0   | 4.0    | 2.0       | 7.0  | 35.0      | 4              |            | 4                 | 6.0       | 2.0      | 15.0  | 12.0          | 4.0    | 2.0       | 7.0  | 35.0      | 4              |            |
| 5  | 4.0       | 2.0      | 20.0  | 8.0   | 5.0    | 2.0       | 0.0  | 0.0       | 5              |            | 5                 | 4.0       | 2.0      | 20.0  | 8.0           | 5.0    | 2.0       | 0.0  | 0.0       | 5              |            |
| 6  | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 27.0      | 6              |            | 6                 | 20.0      | 4.0      | 45.0  | 45.0          | 5.0    | 2.0       | 7.0  | 27.0      | 6              |            |
| 7  |           |          |       |       |        |           |      |           |                |            | 7                 |           |          |       |               |        |           |      |           |                |            |
| 8  |           |          |       |       |        |           |      |           |                |            | 8                 |           |          |       |               |        |           |      |           |                |            |

|                   | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |                   | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|
| ALT TIMING PLAN 3 |           |          |       |       |        |           |      |           |                |            | ALT TIMING PLAN 4 |           |          |       |       |        |           |      |           |                |            |
| 1                 | 4.0       | 2.0      | 25.0  | 24.0  | 5.0    | 2.0       | 0.0  | 0.0       | 1              |            | 1                 |           |          |       |       |        |           |      |           |                |            |
| 2                 | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 25.0      | 2              |            | 2                 |           |          |       |       |        |           |      |           |                |            |
| 3                 | 6.0       | 2.0      | 30.0  | 17.0  | 4.0    | 2.0       | 7.0  | 29.0      | 3              |            | 3                 |           |          |       |       |        |           |      |           |                |            |
| 4                 | 6.0       | 2.0      | 15.0  | 10.0  | 4.0    | 2.0       | 7.0  | 35.0      | 4              |            | 4                 |           |          |       |       |        |           |      |           |                |            |
| 5                 | 4.0       | 2.0      | 20.0  | 8.0   | 5.0    | 2.0       | 0.0  | 0.0       | 5              |            | 5                 |           |          |       |       |        |           |      |           |                |            |
| 6                 | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 27.0      | 6              |            | 6                 |           |          |       |       |        |           |      |           |                |            |
| 7                 |           |          |       |       |        |           |      |           |                |            | 7                 |           |          |       |       |        |           |      |           |                |            |
| 8                 |           |          |       |       |        |           |      |           |                |            | 8                 |           |          |       |       |        |           |      |           |                |            |

|                   | MIN GREEN | GAP TIME | MAX 1 | MAX 2 | YELLOW | RED CLEAR | WALK | PED CLEAR | ASSIGNED PHASE | BIKE CLEAR | ALT TIMING PLAN ASSIGNMENTS |                       |
|-------------------|-----------|----------|-------|-------|--------|-----------|------|-----------|----------------|------------|-----------------------------|-----------------------|
| ALT TIMING PLAN 5 |           |          |       |       |        |           |      |           |                |            |                             |                       |
| 1                 | 4.0       | 2.0      | 25.0  | 12.0  | 5.0    | 2.0       | 0.0  | 0.0       | 1              |            | ALT TIMING PLAN 1           | PATTERN 1 AND PREEMPT |
| 2                 | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 25.0      | 2              |            | ALT TIMING PLAN 2           | PATTERN 2 AND PREEMPT |
| 3                 | 6.0       | 2.0      | 30.0  | 8.0   | 4.0    | 2.0       | 7.0  | 29.0      | 3              |            | ALT TIMING PLAN 3           | PATTERN 3 AND PREEMPT |
| 4                 | 6.0       | 2.0      | 15.0  | 8.0   | 4.0    | 2.0       | 7.0  | 35.0      | 4              |            | ALT TIMING PLAN 4           |                       |
| 5                 | 4.0       | 2.0      | 20.0  | 8.0   | 5.0    | 2.0       | 0.0  | 0.0       | 5              |            | ALT TIMING PLAN 5           | PATTERN 5 AND PREEMPT |
| 6                 | 20.0      | 4.0      | 45.0  | 45.0  | 5.0    | 2.0       | 7.0  | 27.0      | 6              |            |                             |                       |
| 7                 |           |          |       |       |        |           |      |           |                |            |                             |                       |
| 8                 |           |          |       |       |        |           |      |           |                |            |                             |                       |

NOTES:

|                     |   |      |          |
|---------------------|---|------|----------|
| TIMING DESIGNED BY: | SCOTT E. ORNITZ, P.E.   | DATE |          |
| APPROVED BY:        | LEE GAO, P.E PTOE  | DATE | 7/6/2018 |



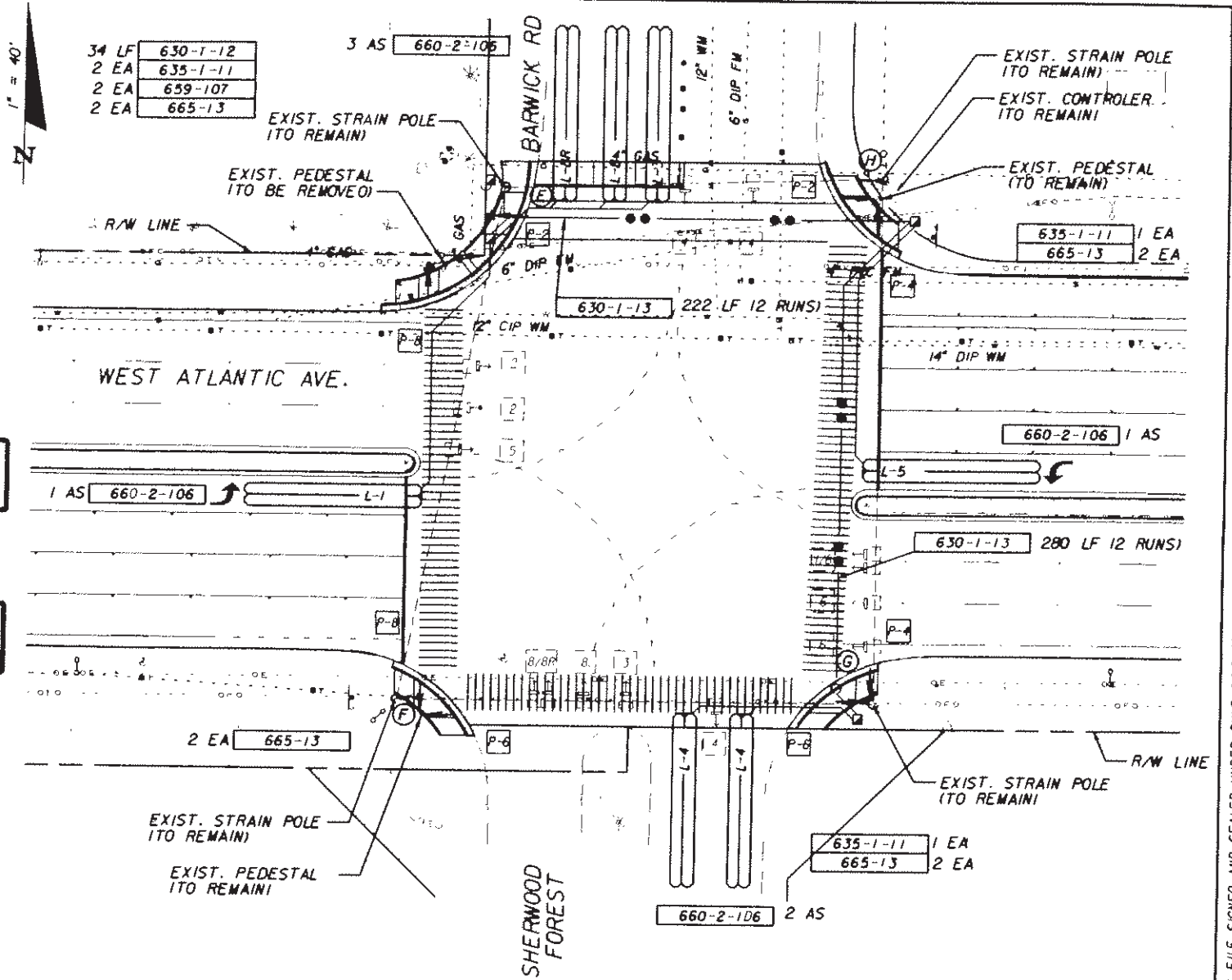
| DETECTORS FOR LOOPS |              |                  |                     |                  |
|---------------------|--------------|------------------|---------------------|------------------|
| LOOP                | NO. OF LOOPS | NO. OF NEW DETS. | NO. OF EXIST. DETS. | DELAY TIME (SEC) |
| L-1                 | 1            | -                | 1                   | -                |
| L-3                 | 1            | -                | 1                   | -                |
| L-4                 | 2            | -                | 1                   | -                |
| L-5                 | 1            | -                | 1                   | -                |
| L-B                 | 1            | -                | 1                   | 6                |
| L-BR                | 1            | -                | 1                   | 6                |

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

| REMOVAL ITEMS |      |     |
|---------------|------|-----|
| PAY ITEM      | UNIT | QTY |
| 690-20        | EA   | 6   |
| 690-60        | EA   | 5   |
| 690-70        | EA   | 6   |
| 690-90        | PI   | 1   |
| 690-100       | PI   | 1   |



699-1-T 4 EA  
SEE GUIDE SIGN WORKSHEET FOR SIGN DETAILS.



53100A

| REVISIONS |    |             |      |    |             |
|-----------|----|-------------|------|----|-------------|
| DATE      | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|           |    |             |      |    |             |

R.J. Behar & Company, Inc.  
Engineers & Architects  
1001 N.W. 116th Avenue, Suite 102  
Pembroke Park, FL 33127  
Phone: (305) 421-1111  
Fax: (305) 421-1112  
Website: www.rjbe.com

| STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |            |                      |
|--|------------|----------------------|
| ROAD NO.   | COUNTY     | FINANCIAL PROJECT ID |
| 806  | PALM BEACH | 413841-1-52-01       |

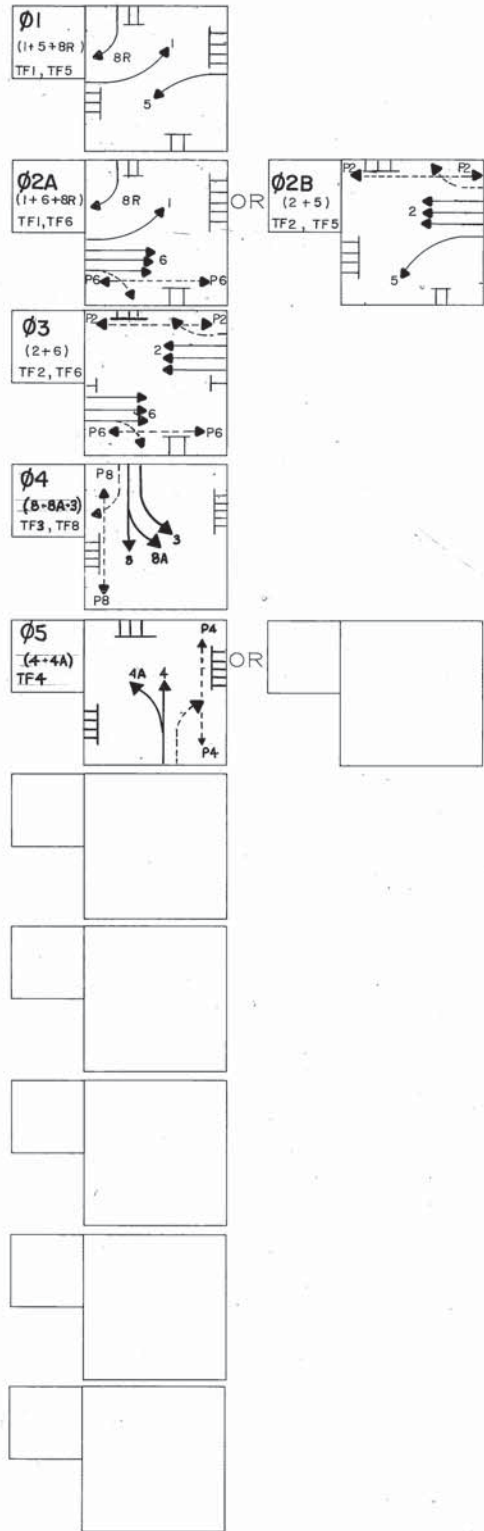
**SIGNALIZATION  
PLAN SHEET**

|           |
|-----------|
| SHEET NO. |
| T-9       |

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 68B5-23.003, F.A.C.

CR115

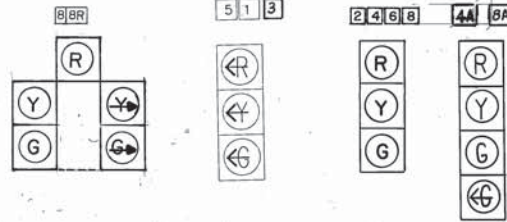
**ASSOCIATED PHASE MOVEMENTS**



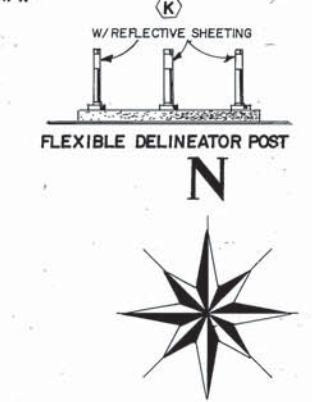
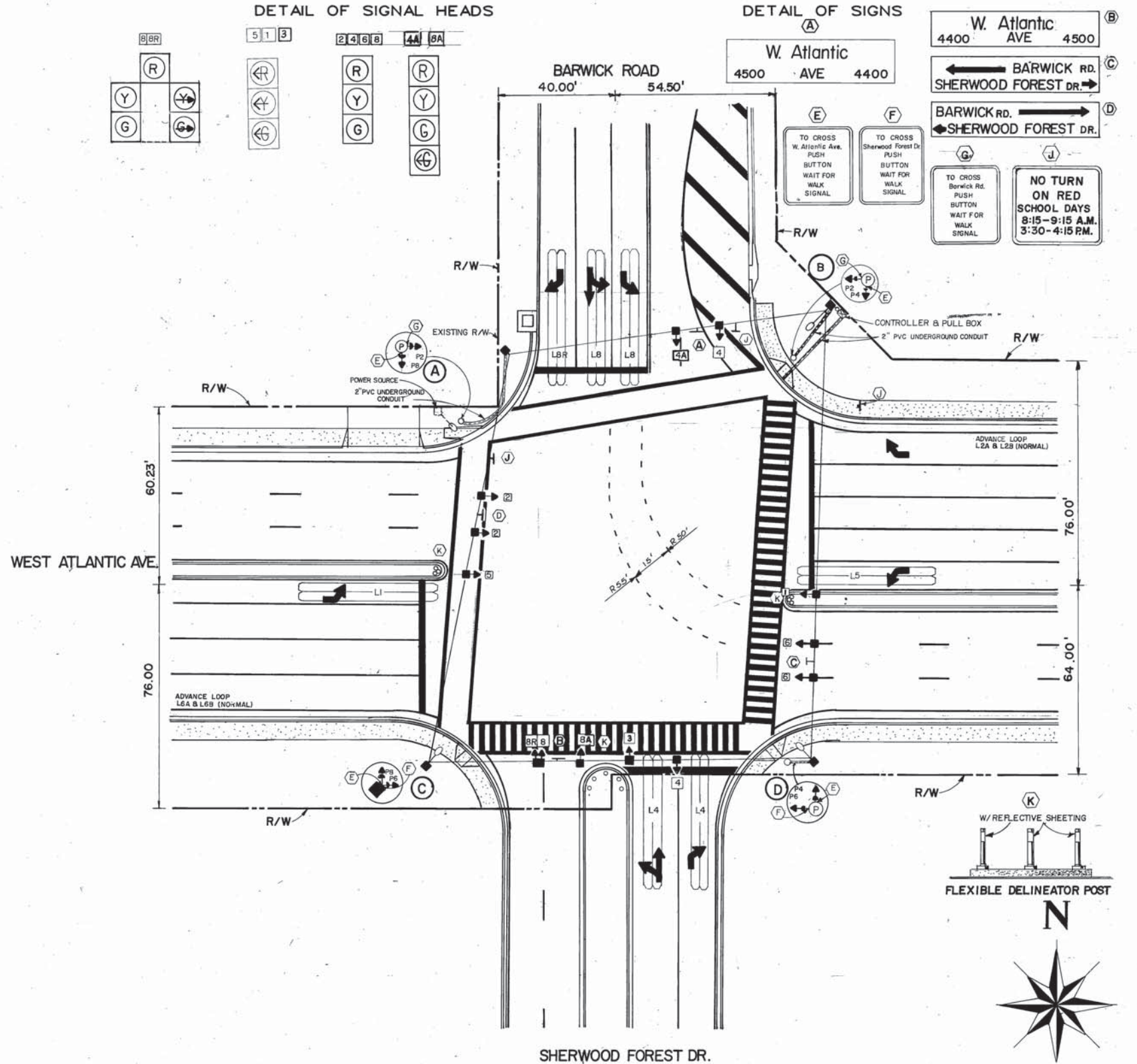
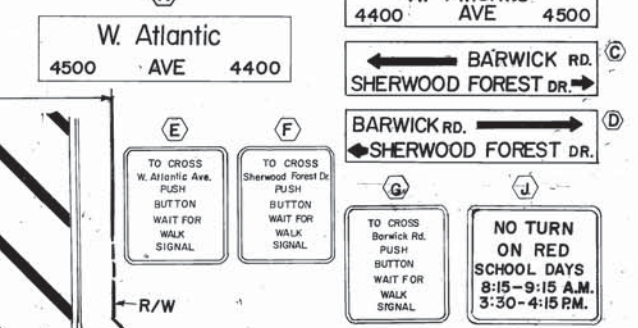
**NOTES:**

- ADVANCE LOOP DISTANCE FROM STOP BAR:  
L2A & L6A ---- 255 FEET  
L2B & L6B ---- 355 FEET
- LUMINAIRE LOCATION:  
NE, NW, SE, SW (PBC)
- FLASHING OPERATION:  
YELLOW ---- 2 AND 6  
RED ---- 1, 4, 5 AND 8
- SPEED LIMIT:  
BARWICK ROAD - 35 MPH  
W. ATLANTIC AVE - 45 MPH

**DETAIL OF SIGNAL HEADS**



**DETAIL OF SIGNS**



| POLE TABULATION |                           |                           |      |             |                            |                            |                            |      |       |                            |                    |
|-----------------|---------------------------|---------------------------|------|-------------|----------------------------|----------------------------|----------------------------|------|-------|----------------------------|--------------------|
| POLE I.D.       | UPPER TE-INTO TOP OF POLE | LOWER TE-INTO TOP OF POLE | SPAN | POLE LENGTH | UPPER TE-INTO GROUND LEVEL | LOWER TE-INTO GROUND LEVEL | LOWER TE IN TO CROWN LEVEL | TYPE | CLASS | ROAD-CROWN TO GROUND LEVEL | DEPTH BELOW GROUND |
| A               | 4"                        | 13'                       | 140' | 44'         | 32'                        | 23'                        | 23'                        | CONC | VI    | 0'                         | 8'                 |
| B               | 4"                        | 13'                       | 109' | 44'         | 32'                        | 23'                        | 23'                        | CONC | VI    | 0'                         | 8'                 |
| C               | 4"                        | 13'                       | 130' | 44'         | 32'                        | 23'                        | 23'                        | CONC | VI    | 0'                         | 8'                 |
| D               | 4"                        | 13'                       | 152' | 44'         | 32'                        | 23'                        | 23'                        | CONC | VI    | 0'                         | 8'                 |

| LOOP DETECTOR CONNECTION |                    |                   |                              |
|--------------------------|--------------------|-------------------|------------------------------|
| DETECTOR UNIT NO.        | DETECTOR OPERATION | CONNECTED TO LOOP | CONNECTED TO TIMING FUNCTION |
| 1                        | DELAY/NORMAL       | L8                | TF8                          |
| 2                        | NORMAL             | L2A, L2B          | TF2                          |
| 3                        | NORMAL             | L5                | TF5                          |
| 4                        | DELAY/NORMAL       | L4                | TF4                          |
| 5                        | NORMAL             | L6A, L6B          | TF6                          |
| 6                        | NORMAL             | L1                | TF1                          |
| 7                        | DELAY/NORMAL       | L8R               | TF8                          |

| TRAFFIC VOLUMES             |      |                             |      |
|-----------------------------|------|-----------------------------|------|
| 345                         | 666  | 317                         | 321  |
| 159                         | 163  | 242                         | 141  |
| 1390                        | 1225 | 1000                        | 1169 |
| 1329                        | 1075 | 1096                        | 1246 |
| 7                           | 3    | 10                          | 9    |
| 20                          | 2    | 10                          | 21   |
| A.M. PEAK HOUR TOTAL - 3245 |      | P.M. PEAK HOUR TOTAL - 2917 |      |
| DATE: 9/19/2000             |      | DATE: 9/19/2000             |      |
| TIME: 7:45 - 8:45           |      | TIME: 3:00 - 4:00           |      |

| NO. | DATE      | REVISIONS  | BY   | APP. | NO. | DATE    | REVISIONS  | BY   | APP. |
|-----|-----------|--|------|------|-----|---------|--|------|------|
| 4   | 1-25-2001 | CHANGED E/W LEFT TURN SIGNAL FROM 5 SEC HEADS TO 3 SEC. PROTECTED HEADS, LOOPS L1 & L5 TO 46 STOP BAR LOOPS, MODIFIED L1 & L5 FROM "DELAY/NORMAL" TO "NORMAL" OPERATION. ADDED (B5 TO RED FLASH OPERATION. REMOVED SSD. UPDATED TRAFFIC VOLUMES. | J.P. | J.P. | 6   | 6/21/95 | MOD. STRIPING, REALIGNED SIGNAL HEADS ("AS BUILT"). ADDED FDP'S ON EAST & WEST APPROACHES. REPLACE SIGN "H" WITH SIGN "J". ADD SIGN "J" TO THE SOUTH APPROACH. | J.P. | J.P. |
| 5   | 04-22-05  | REPLACED 3 SEC HEAD "4" WITH A 4 SEC HEAD "2A" & 3 SEC HEAD "8" WITH A 4 SEC HEAD "8A". ADDED 3 SEC HEAD "3". CHANGED MID-LANE ON N/A TO LEFT/THRU. SPLIT PHASE N & S APP PHASES.  | J.P. | J.P. | 4   | 4/27/94 | ADDED 5 SEC. CLUSTER [BR] ON THE NORTH APP.  | J.P. | J.P. |
|     |           | ADDED P8, AND ADDITIONAL SIGNAL HEADS 2 & 6. CHANGED ALL LOOPS.  |      |      | 7   | 7/29/91 | ADDED 5 SEC. CLUSTER [BR] ON THE NORTH APP.  | J.P. | J.P. |
|     |           | REDRAWN PER 6 LANE WIDENING OF ATLANTIC AVE.   |      |      |     |         | REFERENCE DWG. T-3-88-161-S  |      |      |

PALM BEACH COUNTY, FLORIDA  
**TRAFFIC DIVISION**  
SIGNALIZATION PLAN  
**W. ATLANTIC AVE AND BARWICK RD./SHERWOOD FOREST DR.**

REGISTERED ENGINEER: *Joseph J. Pappalardo*  
SUPERVISING ENGINEER: \_\_\_\_\_

SCALE: 1" = 20'  
CONTRACT NO.: 91-20  
DRAWN BY: J.P.  
DATE: 3-07-91  
TRACED BY: \_\_\_\_\_  
CHECKED BY: S.R.R.  
DATE: 4-2-91  
DRAWING: T-3-91-027-S  
SHEET: \_\_\_\_\_ OF \_\_\_\_\_ SHEETS





March 9, 2021

Dr. Juan F. Ortega, PE  
JFO Group Inc.  
6671 W Indiantown Road, Suite 50-324  
Jupiter, FL 33458

**RE: Sherwood Park Golf Club  
Project #: 210301  
Traffic Performance Standards Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the **Sherwood Park Golf Club** Traffic Impact Statement, dated February 5, 2021, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

|                             |  |
|-----------------------------|--|
| <b>Municipality:</b>        | Delray Beach   |
| <b>Location:</b>            | South side of Atlantic Avenue and Sherwood Forest Drive intersection   |
| <b>PCN:</b>                 | 12-42-46-13-25-007-0030  |
| <b>Access:</b>              | Full access driveway connection onto Sherwood Forest Drive<br><u>(As used in the study and is NOT an approval by the County through this letter)</u> |
| <b>Existing Uses:</b>       | Golf Course = 18 Holes   |
| <b>Proposed Uses:</b>       | Redevelop the site with:<br>Single Family Homes = 79 DUs   |
| <b>New Daily Trips:</b>     | 243  |
| <b>New Peak Hour Trips:</b> | 26 (-10/36) AM; 29 (23/6) PM   |
| <b>Build-out:</b>           | December 31, 2026  |

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network and therefore, meets the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (TPS) approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the City after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

**Department of Engineering  
and Public Works**  
P.O. Box 21229  
West Palm Beach, FL 33416-1229  
(561) 684-4000  
FAX: (561) 684-4050  
www.pbcgov.com



**Palm Beach County  
Board of County  
Commissioners**

Dave Kerner, Mayor

Robert S. Weinroth, Vice Mayor

Maria G. Marino

Gregg K. Weiss

Maria Sachs

Melissa McKinlay

Mack Bernard

**County Administrator**

Verdenia C. Baker

*"An Equal Opportunity  
Affirmative Action Employer"*



Dr. Juan F. Ortega, P.E.  
March 9, 2021  
Page 2

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email [QBari@pbcgov.org](mailto:QBari@pbcgov.org).

Sincerely,

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

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

QB:HA:jc

cc: Addressee

Anthea Giannotes, AICP, Director of Development Services, City of Delray Beach  
Hanane Akif, E.I., Project Coordinator II, Traffic Division  
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review

F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2021\210301 - SHERWOOD PARK GOLF CLUB.DOCXN