



DELRAY CENTRAL

Palm Beach County, Florida 33445

prepared for:

Grover Corlew

traffic study

DELRAY CENTER

Palm Beach County, Florida

Property Control Numbers:
PCN: 12-43-46-30-10-001-0000

Concurrency Traffic Impact Analysis

April 6, 2022

Prepared for:
Grover Corlew
600 W. Hillsboro Boulevard
Suite 110
Deerfield Beach, Florida 33441

Prepared by:
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04/06/2022

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INTRODUCTION

Grover Corlew is proposing to construct a residential building to be located at 1625 South Congress Avenue in Delray Beach, Florida. The proposed residential community will be located within an existing office complex site located south of Linton Boulevard. Palm Beach County and the City of Delray Beach are requesting a Traffic Impact Study for the proposed redevelopment.

This Traffic Impact Study is prepared in accordance with the *Palm Beach County Unified Land Development Code, Article 12: Traffic Performance Standards (TPS)* which states:

This standard consists of two tests. The first test relates to the Buildout Period of the Project and requires that the Project not add Traffic in the Radius of Development Influence which would have Total Traffic exceeding the Adopted LOS at the end of the Buildout Period. The second test relates to the evaluation of traffic five years in the future and requires that the Project not add Traffic in the Radius of Development Influence which would have Total Traffic exceeding the Adopted LOS at the end of the Five-Year Analysis Period. Total Traffic for Test 2 is based in part upon Background Traffic information from the TPS Database.

Buildout of the project, for this analysis, is anticipated to be in 2024.

EXISTING CONDITIONS

There are two (2) roadways next to the proposed development:

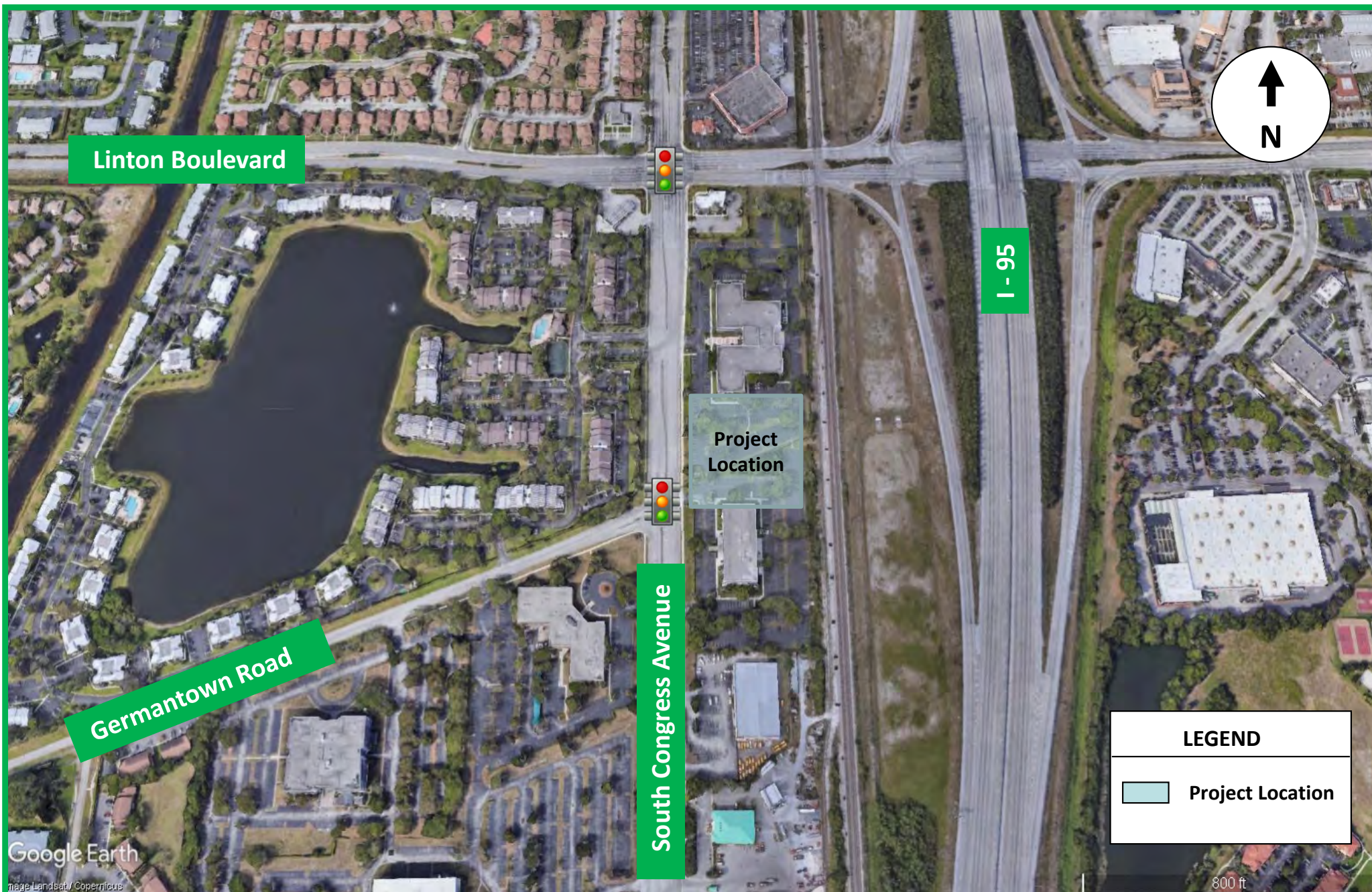
- South Congress Avenue – A six-lane (divided), north-south roadway with a 45 MPH speed limit.
- Linton Boulevard – A six-lane (divided), east-west roadway with a 45 MPH speed limit.

There is an existing office complex on the site with 181,586 square feet of space in two (2) buildings that will remain. The site is currently accessed by one (1) right-turn in/right-turn out driveway on South Congress Avenue (south end), one signalized intersection at South Congress Avenue/Germantown Road, one (1) full access median opening on South Congress Avenue (north end) and one (1) right-out only driveway north of the full median opening.

The existing location is shown in Figure 1.

PROPOSED CONDITIONS

The redevelopment of the site will result in the proposed residential community with 271 dwelling units. 1,095 square feet of general commercial and the existing office buildings. All of the access connections to South Congress Avenue will remain the same, with one exception. The northernmost right-out only driveway was deleted, eliminating two undesired closely spaced driveways. The updated site plan is included in Appendix A.



Project Location

Figure 1
Delray Central
Delray Beach, Florida

TRIP GENERATION

Trip generation calculations for the current and proposed land use designations are based on trip generation rates and equations published by Palm Beach County Trip Generation Rates, March 2, 2020. ITE Land Use Code (LUC) - 221, Multifamily Mid-Rise Housing 3-10 Story, LUC 810 - General Commercial and LUC 710 - Office were used for the analysis. The pass-by rate of 10% is applied to the total trips generated by the Office. Appendix B contains the Palm Beach County Trip Generation Rates and Equations.

The existing development includes 181,586 square feet of office space in two (2) buildings. The proposed development includes 271 residential units and 1,095 square feet of general commercial. The Daily, AM Peak Hour and PM Peak Hour volumes are shown in Table 1.

The proposed residential complex will generate 1,528 Net New Daily trips, 98 Net New AM Peak Hour trips and 123 Net New PM Peak Hour trips. Appendix B contains the Palm Beach County Trip Generation Rates table.

RADIUS OF DEVELOPMENT INFLUENCE AND TRIP DISTRIBUTION

The Radius of Development Influence (RDI) for Test 1 and Test 2 is based on the Traffic Performance Standards Table 12.B.2.D-7 3A. Using the Test 1 RDI Table and a Net New PM Peak Hour of 120 trips, the RDI is two (2) miles. Figure 2 illustrates the two (2) mile RDI.

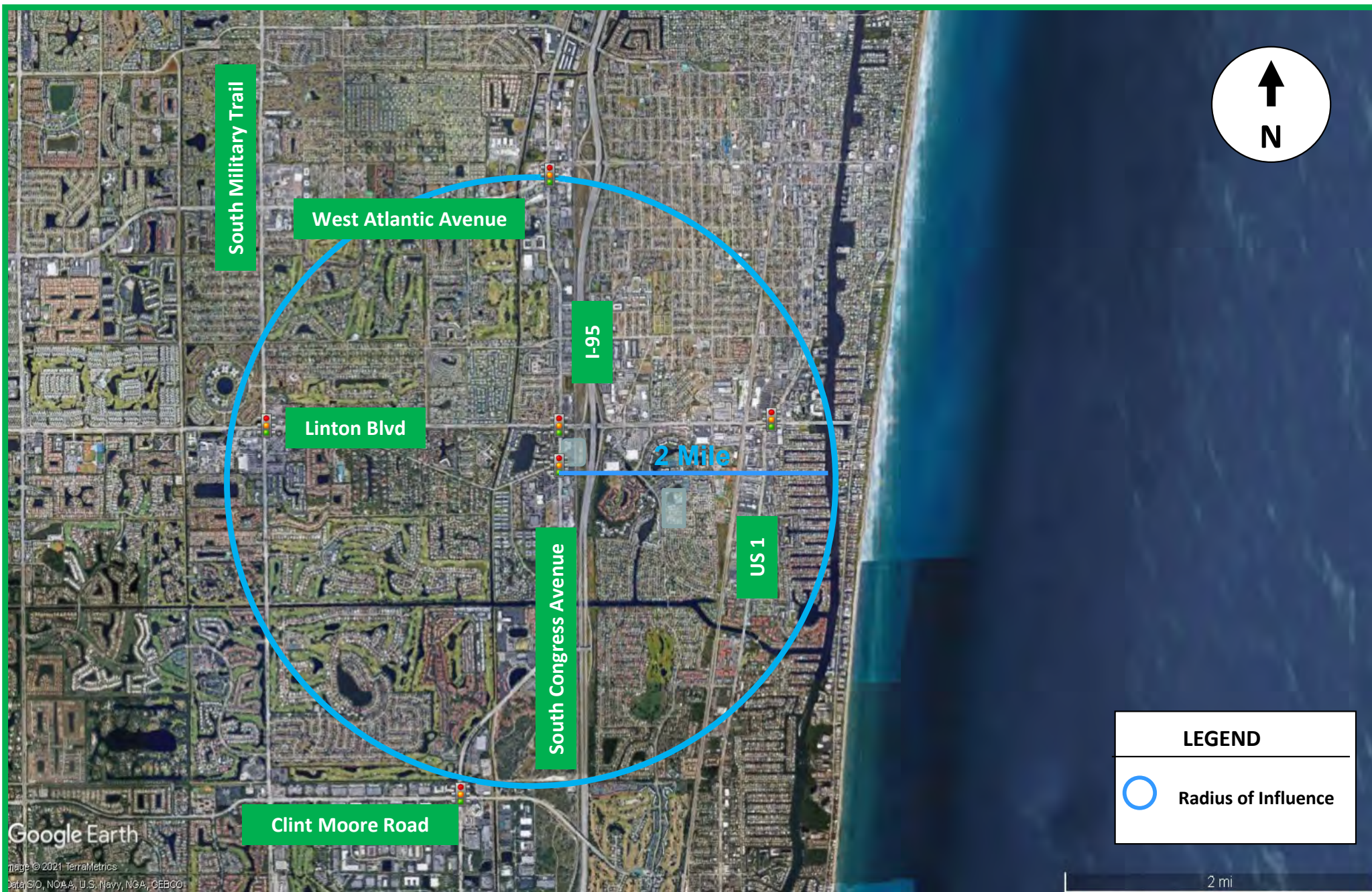
The trip distribution and traffic assignment for the two (2) mile RDI is based on the surrounding roadway characteristics and current traffic volumes. Figure 3 details the trip distribution within the two (2) mile RDI.

Appendix C contains Table 12.B.2.D-7 3A.

Table 1 - Trip Generation

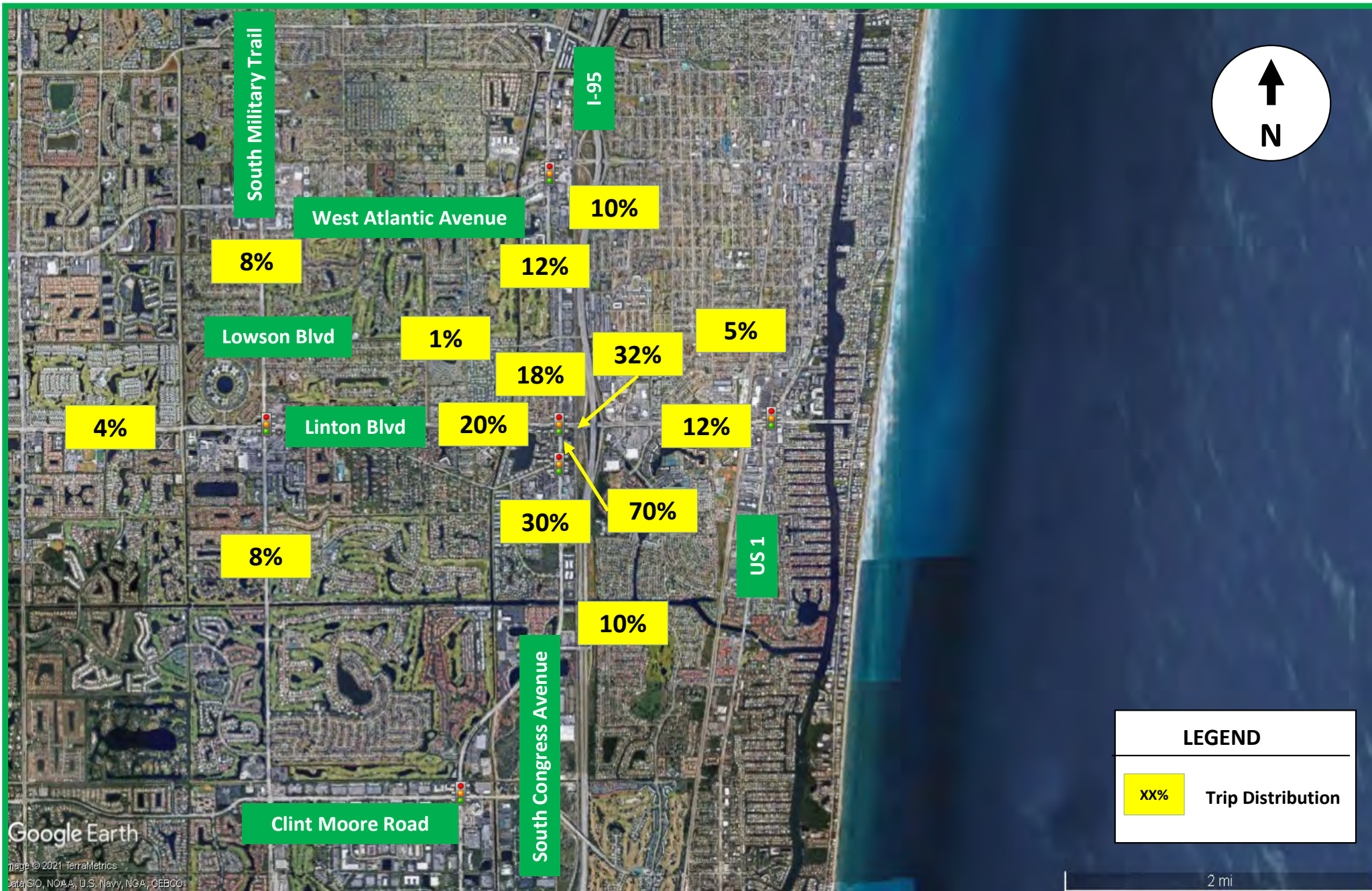
Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing									
Office	710	181,586 SF	1,893	169	28	197	33	176	209
Pass-By (10%)			189	17	3	20	3	18	21
Total			1,703	152	25	177	30	158	188
Proposed									
Office	710	181,586 SF	1,893	169	28	197	33	176	209
Pass-By (10%)			189	17	3	20	3	18	21
Sub-Total			1,703	152	25	177	30	158	188
General Commercial	820	1,095 SF	138	1	0	1	5	6	11
Pass-By (62%)			85	1	0	1	3	4	7
Sub-Total			53	0	0	0	2	2	4
Multifamily Mid-Rise Housing	221	271 DU	1,474	25	73	98	73	46	119
Sub-Total			1,474	25	73	98	73	46	119
Total Proposed Trips			3,231	177	98	275	105	206	311
Net New Trips			1,528	25	73	98	75	48	123
Total Driveway Trips			3,504	195	101	296	111	228	339

Source: Palm Beach County Trip Generation Rates (March 2, 2020)



Radius of Influence

Figure 2
Delray Central
Delray Beach, Florida



Trip Distribution

Figure 3
 Delray Central
 Delray Beach, Florida

TEST 1 and TEST 2 – INTERSECTION and LINK ANALYSIS

Test 1 is an analysis of project traffic on the links identified within the Radius of Influence to determine Significance. The peak hour directional volumes of the project are compared to the applicable thresholds in Table 12.B.2.C-1 1A LOS D - Link Service Volumes. A roadway link is considered Significant if the Net Trips assigned to that link are greater than one percent (1%) of the Level of Service (LOS) D link volume within the RDI and greater than five percent (5%) of the Level of Service (LOS) D link volume outside the RDI. Table 12.B.2.C-1 1A LOS D - Link Service Volumes is included in Appendix C.

Part 1 – Intersections, requires analysis of the major intersections in each direction on the significant link where the project traffic entering or exiting the intersection. Part 2 – Links, requires analysis of the Links where projects traffic is significant on a link within the Radius of Development influence.

Test 1-Part One – Intersections

The Net New trips generated by the proposed residential complex do have a significant impact on the directly accessed link within the RDI. Per Table 2, the significant link is on South Congress Avenue between Linton Boulevard and Germantown Road. The Critical Movement Analyses (CMA) are provided for South Congress Avenue and Linton Boulevard for the AM and PM Peak Hours and South Congress Avenue and Germantown Road for the PM Peak Hour. Data for the CMA's is from the Palm Beach County TPS report and current traffic counts. This information is included in Appendix D. The project traffic will not comprise 10% or more of the total traffic on any on the approaches of the intersection within the RDI.

The CMA analyses indicate that the critical volume is below the 1400 critical volume applicable threshold for Level of Service D. Therefore the intersections pass Test 1. Since the intersections at the ends of the significant link are below the applicable threshold, the project passes Test 2.

Test 1-Part Two – Links

For Test 1, Part 2 – Links, Table 2 details the links within the RDI, the peak hour project traffic using the Net New trip generation and distribution, and link significance for the Test 1 LOS D Link Service Volumes. As can be seen in the table, there is one (1) significant link (1% or more of the LOS D Service Volume) within the RDI. The one (1) significant link is on South Congress Avenue from Linton Road to Germantown Road. Tables 3 and 4 are for Test 1, Part 2 for the significant link during the AM and PM Peak Hour. The tables show that the link meets the Level of Service.

Test 2

For Test 2, the Links within the Radius of Development Influence are considered significant if the peak hour peak direction Net Trips are greater than three percent (3%) of the LOS E Link Service Volume compared to the thresholds in Table 12.B.2.C-4, 2A LOS E Link Service Volumes. Also significant are those links outside the Radius of Development Influence on which its Net Trips are greater than five percent (5%) of the LOS E Link Service Volumes.

Based on the information in Table 2, the Net Trips will not have a greater than five percent (5%) of the Level of Service (LOS) E link volume outside the RDI for Test 1. Test 2 link analysis is not required as the project traffic will not be 3% within the RDI or 5% outside of the RDI.

Table 2
Test 1- Link Analysis
Delray Central

Link	From:	To:	Direction	Class	Facility Type	LOS D Capacity	AM Peak Hour Project Traffic				PM Peak Hour Project Traffic				Project Impact						
							Incoming =	% Assign	Trips	Outgoing =	73	% Assign	Trips	Incoming =	75	% Assign	Trips	Outgoing =	48	AM Peak Hour %	Impact Significant
South Congress Avenue	West Atlantic Avenue	Linton Boulevard	NB	II	6D	2,680				18%	5		18%	13		18%	9	0.49%	No	0.32%	No
			SB	II	6D	2,680	18%					14						0.17%	No	0.50%	No
	Linton Boulevard	Germantown Road	NB	II	6D	2,680				70%	18		70%	51		70%	34	1.91%	Yes	1.25%	Yes
			SB	II	6D	2,680	70%					53						0.65%	No	1.96%	Yes
I-95	Germantown Road	Clint Moore Road	NB	II	6D	2,680	30%		8			30%	23					0.28%	No	0.84%	No
			SB	II	6D	2,680				30%			22			30%	14	0.82%	No	0.54%	No
	Northbound	Linton Boulevard	NB	II	10LX	9,320	10%		3			10%	8					0.03%	No	0.08%	No
	Southbound		SB	II	10LX	9,320				10%			7			10%	5	0.08%	No	0.05%	No
	Northbound	Linton Boulevard	NB	II	10LX	9,320				10%			7			10%	5	0.08%	No	0.05%	No
	Southbound		SB	II	10LX	9,320	10%		3			10%	8					0.03%	No	0.08%	No
Linton Boulevard	South Military Trail	South Congress Avenue	EB	II	6D	2,680	20%		5			20%	15					0.19%	No	0.56%	No
			WB	II	6D	2,680												0.54%	No	0.36%	No
	South Congress Avenue	I-95	EB	II	6D	2,680	32%		8			32%	23			32%	15	0.87%	No	0.57%	No
			WB	II	6D	2,680							24			32%	15	0.30%	No	0.90%	No
	I-95	US 1	EB	II	6D	2,680	12%		3			12%	9			12%	6	0.33%	No	0.21%	No
			WB	II	6D	2,680							9			12%	6	0.11%	No	0.34%	No

Table 3
Test 1 - Part Two - Link Analysis
AM Peak Hour

Link	From:	To:	Direction	Lanes	2020 Volume ¹	2024 Background	Approved Projects ²	2024 Background Plus Approved	Project Assignment	Project Traffic	Total Traffic Plus Project	Peak Direction Service Volume	Meets LOS
South Congress Avenue	Linton Boulevard	Germantown Road	NB	6D	598	632	216	848	70%	51	899	2,680	Yes
			SB	6D	1,903	2,013	284	2,297	70%	18	2,315	2,680	Yes

1. The 2020 volumes are from the PBC Peak Season Traffic Counts. Growth rate from TPS.

2. The Approved Projects are from the the TPS report.

Table 4
Test 1 - Part Two - Link Analysis
PM Peak Hour

Link	From:	To:	Direction	Lanes	2020 Volume ¹	2024 Background	Approved Projects ²	2024 Background Plus Approved	Project Assignment	Project Traffic	Total Traffic Plus Project	Peak Direction Service Volume	Meets LOS
South Congress Avenue	Linton Boulevard	Germantown Road	NB	6D	1,620	1,713	640	2,353	70%	34	2,387	2,680	Yes
			SB	6D	815	862	611	1,473	70%	53	1,526	2,680	Yes

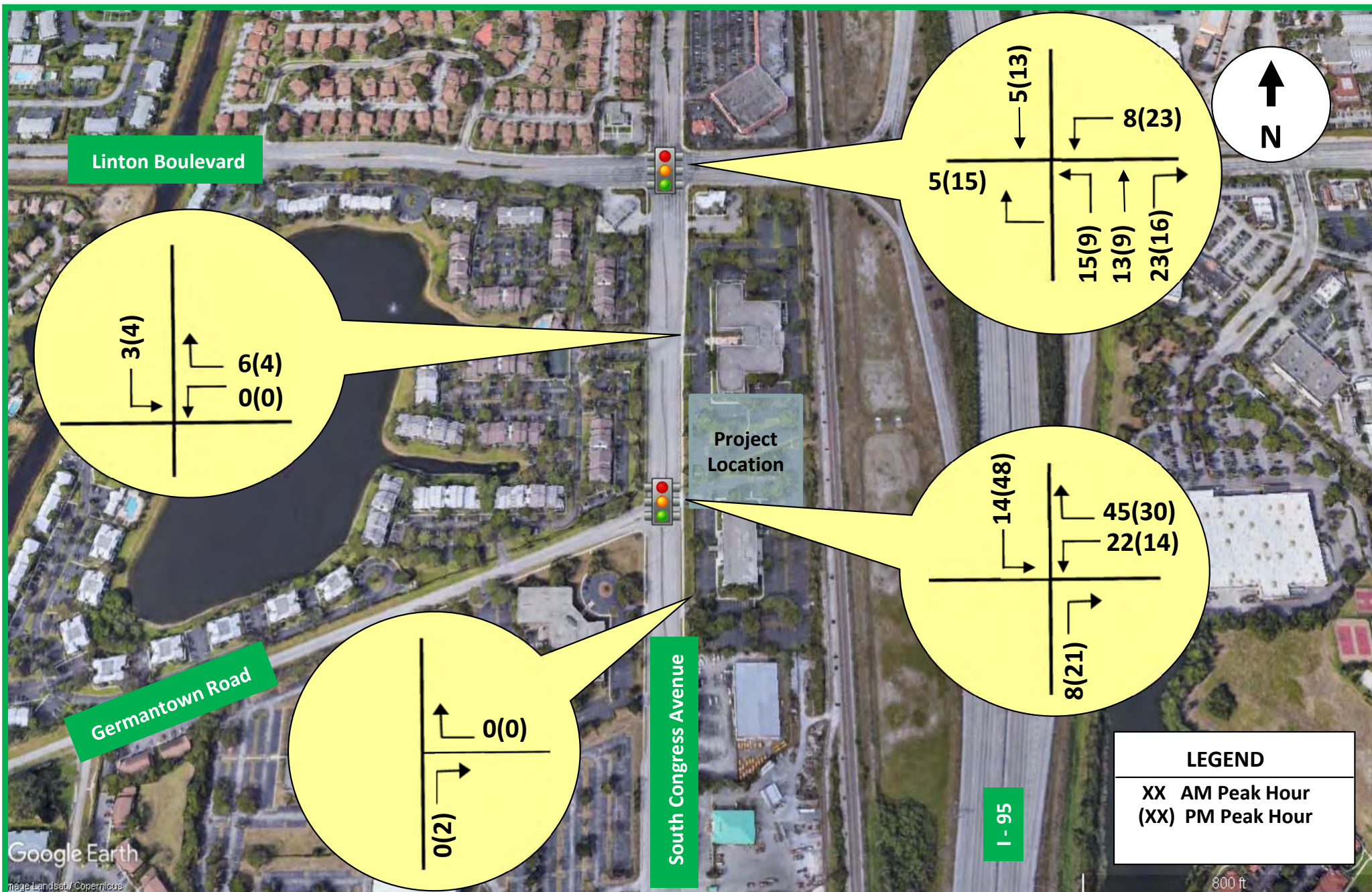
1. The 2020 volumes are from the PBC Peak Season Traffic Counts. Growth rate from TPS.

2. The Approved Projects are from the the TPS report.

SITE ACCESS VOLUME

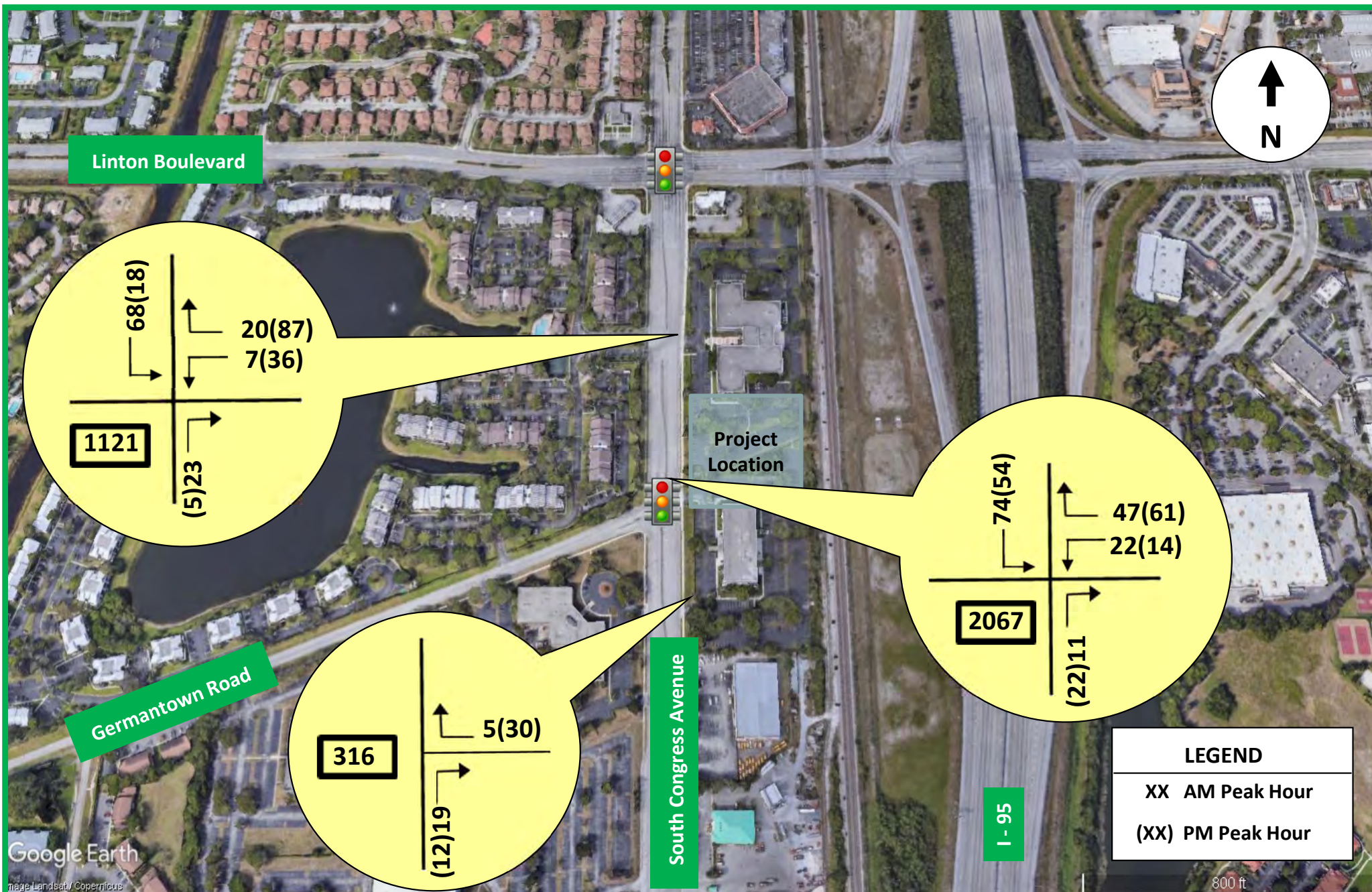
The project assignment takes into consideration the turning movement configurations at the three driveway locations.

Based on the distribution provided in Figure 3, the proposed residential projects total turning movement volumes for the AM and PM Peak hours at the driveway connections, the intersection of South Congress Avenue/Linton Boulevard and the intersection of South Congress Avenue/Germantown Road are shown in Figure 4. The total driveway volumes for the office and residential are shown in Figure 5. There do not appear to be any operational issues at this time, nor any foreseen in the future with the proposed project.



Net New Project Traffic (Excludes Pass-By)

Figure 4
Delray Central
Delray Beach, Florida



Total Driveway Volumes

**Figure 5 - Revised
Delray Central
Delray Beach, Florida**

TURN LANE EVALUATION

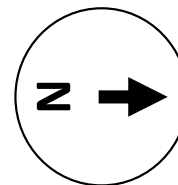
As shown in the site plan contained in Attachment A, the two main access driveways for the project are full-access driveways. These are located at the signalized intersection of South Congress Avenue and Germantown Road and the median opening located approximately 550 feet north of Germantown Road. Both locations provide southbound left-turn lanes. At the Germantown Road intersection, the southbound left-turn lane provides approximately 120 feet of storage and at the median opening approximately 140 feet of stacking capacity. In order to determine the adequacy of these existing southbound left-turn lanes, the following tasks were undertaken:

- o Documented the existing lane geometry of the Germantown Road intersection and the full median opening driveway.
- o Developed future conditions traffic volumes for the project driveway. The future conditions traffic volumes include existing traffic counts obtained from Palm Beach County and Traf Tech Engineering, adjustments to reflect peak season conditions, future expected traffic growth and the trips generated by the proposed Delray Central project. The development of the future volumes for the median opening driveway is described in Figure 6.
- o Evaluated the two study intersections with the proposed Delray Central project in place. The results of the analysis indicate that:
 - The southbound left-turn lane at the Germantown Road signalized intersection is projected to be less than 50 feet and the provided storage dimension is approximately 120 feet.
 - The southbound left-turn lane at the median opening intersection is projected to be less than 25 feet and the provided storage dimension is approximately 140 feet.

Based on the above (refer to SYNCHRO level of service/capacity results contained in Appendix H), the existing turn lanes at the Germantown Road and full median opening intersections are adequate to serve the proposed Delray Central residential development.

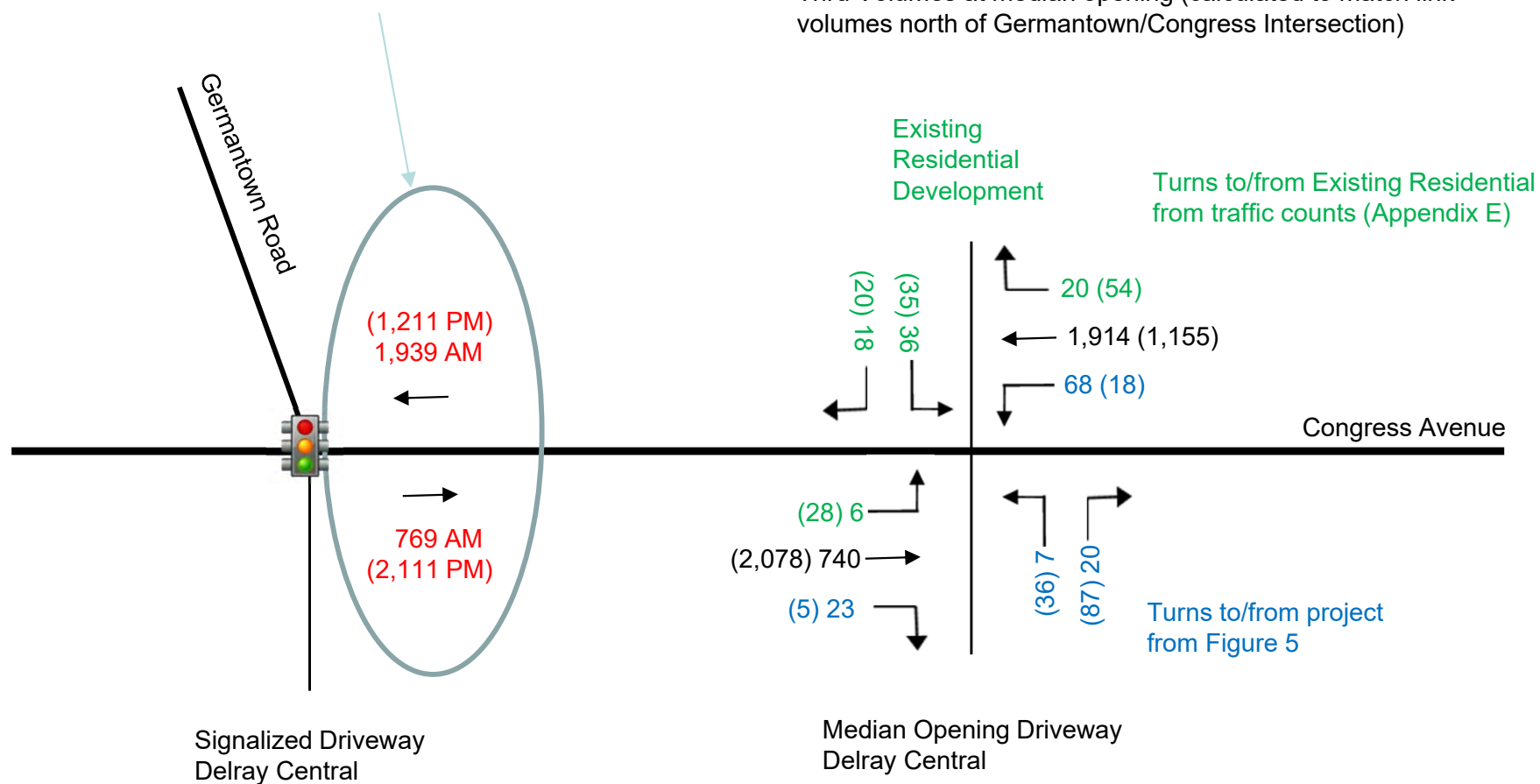
Throat Length at Germantown Road Intersection

A waiver request was prepared and approved by Palm Beach County relative to the provided throat length at the Germantown Road driveway. The waiver and approval email are contained in Appendix I.



North Leg Volumes from Germantown Rd/Congress Ave Intersection

Thru Volumes at median opening (calculated to match link volumes north of Germantown/Congress Intersection)



CONCLUSIONS

Grover Corlew is proposing to construct a residential community at 1625 South Congress Avenue in Delray Beach, Florida. The proposed residential community will be located on an existing office complex site located south of Linton Boulevard. Palm Beach County and the City of Delray Beach are requesting a Traffic Impact Study for the proposed redevelopment.

The analysis indicates that the net new trips anticipated to be generated by the proposed redevelopment of the site will not have a significant impact on the surrounding roadways.

Summary

Delray Central:	1625 South Congress Avenue
Municipality:	Delray Beach
Location:	1625 South Congress Avenue
Parcel Control Number (PCN):	12-43-46-30-11-001-0000
Existing Land Use:	Office
Proposed Land Use:	Office and Residential
Net New Daily Trips:	1,528
Net New AM Peak Hour Trips:	98 (25 In/73 Out)
Net New PM Peak Hour Trips:	123 (75 In/48 Out)

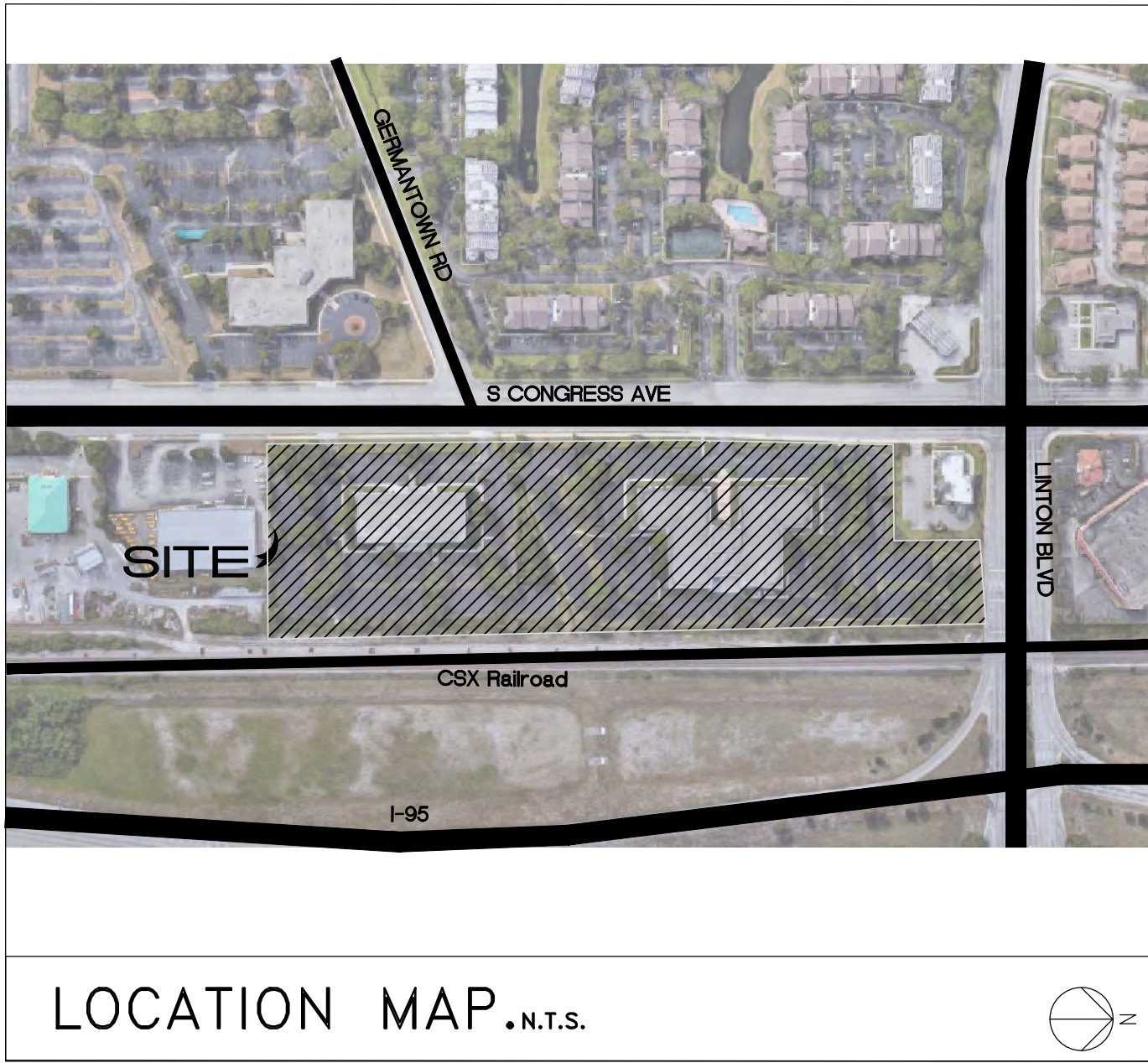
APPENDIX A

Site Plan for Delray Central



DELRAY CENTRAL

DELRAY BEACH, FLORIDA



MASTER PLAN RE-SUBMITTAL
02/25/2022

LIST OF DRAWINGS

SHEET NUMBER SHEET TITLE

ARCHITECTURE: GENERAL

A0.00 COVER SHEET

ARCHITECTURE: SURVEY

1 TITLE SURVEY
2 TITLE SURVEY
3 TITLE SURVEY
4 TITLE SURVEY
5 TITLE SURVEY

ARCHITECTURE: SITE

AS1.00 MASTER PLAN
AS1.10 PARTIAL SITE PLAN
AS1.11 PARTIAL SITE PLAN
AS1.12 PARTIAL SITE PLAN
AS1.13 PARTIAL SITE PLAN
AS1.20 OPEN SPACE PLAN
AS1.30 PLANNED MOBILITY/VICINITY MAP
AS1.40 PHOTOMETRICS PLAN
AS1.50 SITE DETAILS

ARCHITECTURE: PLANS

A1.01 GROUND FLOOR
A1.02 SECOND FLOOR
A1.03 THIRD FLOOR
A1.04 FOURTH FLOOR
A1.05 FIFTH FLOOR
A1.06 SIXTH FLOOR
A1.07 SEVENTH FLOOR
A1.08 EIGHTH FLOOR
A1.09 ROOF PLAN

ARCHITECTURE: ELEVATIONS

A3.00 ELEVATIONS
A3.10 ELEVATIONS
A3.20 BUILDING SECTIONS
A4.00 EXTERIOR RENDERINGS
A4.01 EXTERIOR RENDERINGS

A4.02 EXTERIOR RENDERINGS
A4.03 INTERIOR COURTYARD RENDERINGS
CIVIL
1 DEMOLITION PLAN
2 MASTER PRELIMINARY ENGINEERING PLAN
3 PRELIMINARY ENGINEERING PLAN
4 PRELIMINARY ENGINEERING PLAN
5 PRELIMINARY ENGINEERING PLAN
6 PRELIMINARY ENGINEERING PLAN
7 PAVEMENT, MARKING, SIGNAGE AND GEOMETRY PLAN
8 PAVEMENT, MARKING, SIGNAGE AND GEOMETRY PLAN
9 PAVEMENT, MARKING, SIGNAGE AND GEOMETRY PLAN
10 PAVEMENT, MARKING, SIGNAGE AND GEOMETRY PLAN
11 CONSTRUCTION DETAILS
12 DRAFT COMPOSITE UTILITY PLAN
LANDSCAPE
TD-1 TREE DISPOSITION PLAN
TD-2 TREE DISPOSITION PLAN
TD-3 TREE DISPOSITION PLAN
TD-4 TREE DISPOSITION PLAN
TD-5 TREE DISPOSITION PLAN
TD-6 TREE DISPOSITION LIST
LP-1 LANDSCAPE PLAN
LP-2 LANDSCAPE PLAN
LP-3 LANDSCAPE PLAN
LP-4 LANDSCAPE PLAN
LP-5 LANDSCAPE PLAN
LP-6 PLANTING SCHEDULE AND DETAILS
LP-7 LANDSCAPE DETAILS

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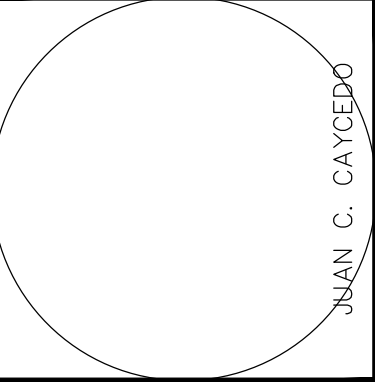
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CONSULTANT
INFO/LOGO

DELRAY CENTRAL
MASTER PLAN
1625 SOUTH CONGRESS

REVISIONS

Drawing Title

MASTER PLAN

Scale

Project No. 20112.00

Plot Date 02/25/2022

Principal: JC

Project Director:

Project Manager:

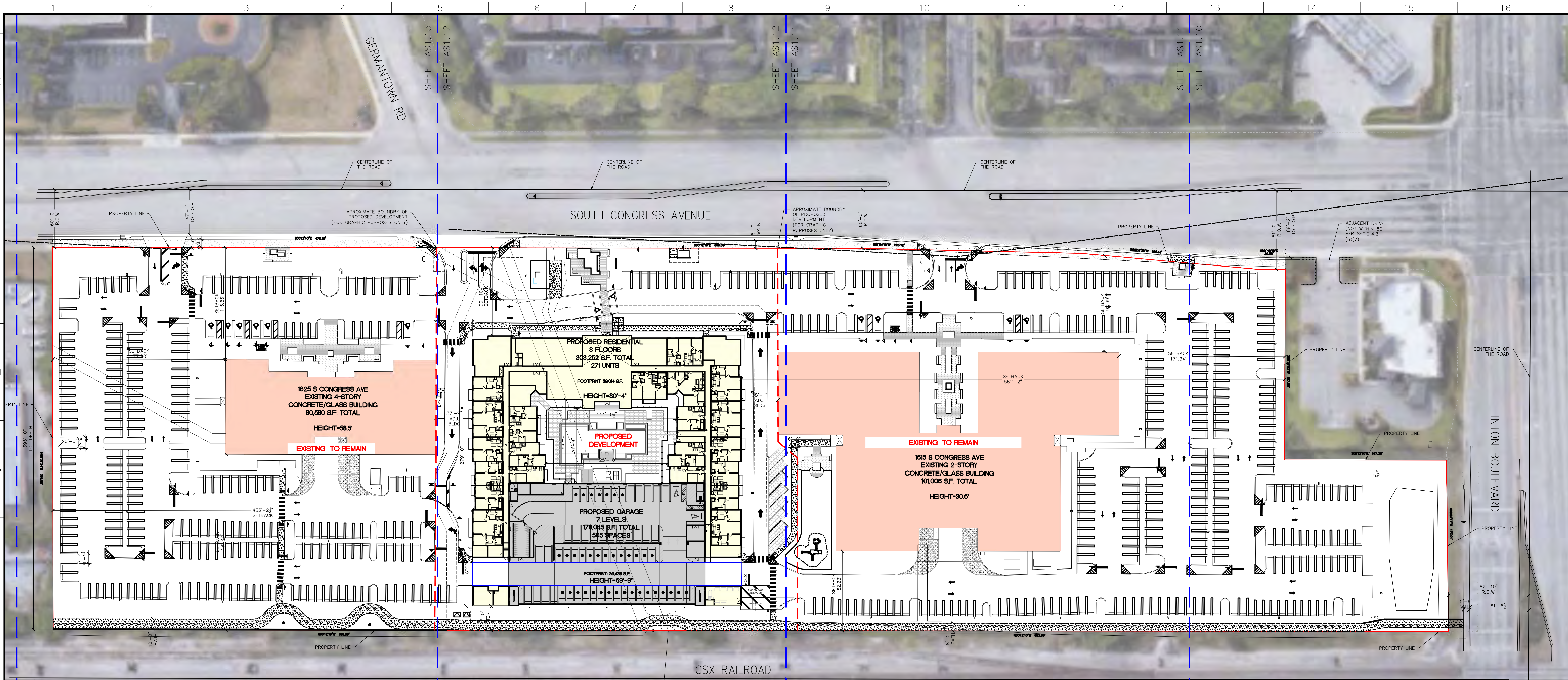
Drafted by: MGC

Checked by:

Sheet No.

A0.00

SITE PLAN
RE-SUBMITTAL
02/25/2022



1 MASTER PLAN

AS1.00 SCALE: 1"=50'-0"

MASTER SITE PLAN DATA							
PROJECT DESCRIPTION	A PARCEL OF LAND IN SECTION 6, TOWNSHIP 47 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA						
PROJECT LOCATION	1625 SOUTH CONGRESS AVENUE AND LINTON BOULEVARD, DELRAY BEACH, FLORIDA						
LEGAL DESCRIPTION	THE GARDENS AT CENTRE DELRAY			PLAT BOOK 42, PAGE 133			
	THE ATRIUM AT CENTRE DELRAY			PLAT BOOK 43, PAGE 847			
EXISTING ZONING	MROC						
PROPOSED ZONING	MROC						
EXISTING USE	OFFICE						
PROPOSED USE	MULTI-FAMILY						
SITE AREA				12.135 ACRES 528,601 S.F.			
BUILDING AREAS	CODE SECTION	DISTRICT	EXISTING BUILDINGS TO REMAIN	1625 S CONGRESS AVE (OFFICE)	18,675	80,580	
				1615 S CONGRESS AVE (OFFICE)	51,580	101,006	
				TOTAL EXISTING	70,255	181,586	
				PROPOSED MULTI-FAMILY	37,919	307,251	
			PROPOSED		PROPOSED CAFE/COMMERCIAL (AT RESIDENTIAL GROUND FL)	1,095	1,095
					PROPOSED PARKING GARAGE	25,435	178,045
					TOTAL PROPOSED	64,449	486,391
					TOTAL BUILDING AREA	134,704	667,977
DEVELOPMENT REGULATION	CODE SECTION	DISTRICT					
BUILDING HEIGHT	SEC. 4.4.29 G(2)f	MROC	MAX. ALLOWABLE EXISTING OFFICE	1625 S CONGRESS AVE (OFFICE)	85 FT		
			1615 S CONGRESS AVE (OFFICE)	30.6 FT			
			PROPOSED RESIDENTIAL	80 FT 4 IN			
F.A.R.	FUTURE LAND USE COMPREHENSIVE PLAN, P. FL-41	CONGRESS AVENUE MIXED USE	MINIMUM F.A.R. ALLOWABLE		2.5		
			EXISTING OFFICE		0.3		
			PROPOSED RESIDENTIAL		0.6		
DENSITY	SEC. 4.4.29 B(4)c	MROC	TOTAL F.A.R. PROPOSED		0.9		
			MAX. ALLOWABLE REQUESTED		40 UNITS/ACRE		
					22.41 UNITS/ACRE		
INTENSITY	SEC. 4.4.29 G(1)(a) & SEC. 4.4.29 G(1)(c) & SEC. 4.3.4, (F)2	MROC	OFFICE	MAX. ALLOWABLE*	100%		
			EXISTING		27%		
			MULTI-FAMILY	MAX. ALLOWABLE*	75%		
			PROPOSED		38.17%		
			ALLOWABLE RESIDENTIAL AREA REMAINING		36.83%		
ROOF COVERAGE	STAIRWELLS AND ELEVATOR SHAFT	PROPOSED	2.44%	980			
(F) MAXIMUM ALLOWABLE INTENSITY IS BASED ON EXISTING OFFICE AND PROPOSED MULTI STORY AREAS							
(*) PER SEC. 4.3.4, (F)2 THE FLOOR AREA SHALL BE THE NET LIVING AREA FOR EACH UNIT WITHIN THE STRUCTURE EXCLUSIVE OF BALCONIES, DECKS, PORCHES, AND COMMON AREAS SUCH AS CORRIDORS, LOBBIES, ETC.							
NOTE: THE PROPOSED PARKING GARAGE IS INCLUDED IN OVERALL DEVELOPMENT AREA							

PERCENTAGE OF PLOT COVERED	SEC. 4.4.29 G(2)c	MROC	PERCENT		S.F.			
			MAX. ALLOWABLE	75%	396,450.45			
			PROPOSED (OFFICE AND RESIDENTIAL)	71.15%	376,101.60			
			MIN. ALLOWABLE		25 FT			
BUILDING SEPERATION	SEC. 4.4.29 G(2)g	MROC	PROVIDED					
			SEPERATION BETWEEN	1615 S CONGRESS AVE (OFFICE)	38.08 FT			
				PROPOSED MULTI FAMILY				
				1625 S CONGRESS AVE (OFFICE)	37.75 FT			
			PROPOSED MULTI FAMILY					
SETBACKS	SEC. 4.4.29 G(2)g	MROC	REQUIRED					
			CONGRESS AVENUE FRONTAGE	10 FT MIN/ 20 FT MAX				
			SIDE YARD	15 FT/25 FT MIN				
			ADJACENT TO CSX RAILWAY (REAR)	25 FT MIN				
			PROVIDED					
			1615 S CONGRESS	FRONT (FACING CONGRESS AVE)	98.39 FEET			
				SIDE (FACING LINTON BLVD)	171.34 FEET			
				SIDE (FACING SOUTH)	748.90 FEET			
			1625 S CONGRESS	REAR (FACING CSX RAILWAY)	82.23 FEET			
				FRONT (FACING CONGRESS AVE)	115.85 FEET			
				SIDE (FACING LINTON BLVD)	876.17 FEET			
			PROPOSED (MULTI-FAMILY BUILDING/GARAGE)	SIDE (FACING SOUTH)	177.80 FEET			
				REAR (FACING CSX RAILWAY)	181.43 FEET			
				FRONT (FACING CONGRESS AVE)	90.88 FEET			
			1615 S CONGRESS	SIDE (FACING SOUTH)	433.20 FEET			
				SIDE (FACING LINTON BLVD)	561.16 FEET			
				REAR (FACING CSX RAILWAY)	25 FEET			
			(*) PER SEC 4.4.29 G(2)g3 PERIMETER DEVELOPMENT BUFFERS TO A MAX HEIGHT OF 42 FT. THEREAFTER ADDITION SETBACKS FOR THE BUILDING EXCEEDING 42 FT SHALL BE A MINIMUM OF 10 ADDITIONAL FEET					
			LOT DIMENSIONS	SEC. 4.3.4 (D)	BASE DISTRICT STANDARDS	LOT DEPTH	REQUIRED	PROPOSED
							N/A	395'-0"
			PERIMETER DEVELOPMENT/LANDSCAPE BUFFER	SEC. 4.4.29 G(2)d	MROC		REQUIRED	MIN. PROVIDED
						ADJACENT TO CONGRESS	15 FT	5 FT
ALL OTHER PERIMETERS	15 FT	7 FT						
ADJACENT TO CSX RAILWAY	25 FT	15.14 FT						
OPEN SPACE	SEC. 4.4.29 G(2)c	MROC	MIN. REQUIRED	PERCENT	S.F.			
			PROVIDED	25.00% 25.00%	132,150 132,174			
(*PER SEC 4.4.29 G(2)g2) LANDSCAPE AREAS REQUIRED TO MEET INTERNAL PARKING LOT DESIGN REQUIREMENTS, BODIES OF WATER AND PAVED AREAS ARE NOT INCLUDED IN THE OPEN SPACE CALCULATIONS. HOWEVER, PERIMETER LANDSCAPE AND INTERNAL LANDSCAPE AREAS NOT REQUIRED FOR INTERNAL LOT DESIGN REQUIREMENTS ARE INCLUDED.								

APPENDIX B

Palm Beach County Trip Generation

Palm Beach County Trip Generation Rates

(Effective with traffic studies submitted to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	AM Peak Hour Rate/Equation	In/Out	PM Peak Hour Rate/Equation
Industrial	Light Industrial	110	1000 S.F.	4.96	10%	88/12	0.7	13/87	0.63
	Warehouse	150	1000 S.F.	1.74	10%	77/23	0.17	27/73	0.19
	Flex Space - IND FLU	PBC	1000 S.F.	7.86	10%	64/36	1.53	40/60	1.21
	Flex Space - COM FLU	PBC	1000 S.F.	29.67	45%	72/28	2.12	40/60	2.67
	Mini-Warehouse/SS	151	1000 S.F.	1.51	10%	60/40	0.1	47/53	0.17
Residential	Single Family Detached	210	Dwelling Unit	10	0%	25/75	0.74	63/37	$\ln(T) = 0.96 \ln(X) + 0.20$
	Multifamily Low-Rise Housing upto 2 story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56
	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44
	55+ SF Detached	251	Dwelling Unit	4.27	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.7	0%	35/65	0.2	55/45	0.26
	Congregate Care Facility	253	Dwelling Unit	2.02	0%	60/40	0.07	53/47	0.18
	Assisted Living Facility	254	Beds	2.6	0%	63/37	0.19	38/62	0.26
Ldg	Hotel	310	Rooms	8.36	10%	59/41	0.47	51/49	0.6
Rec	Movie Theater	444	Seats	1.76	5%	N/A	0	55/45	0.09
	Health Club	492	1000 S.F.	32.93	5%	50/50	1.41	57/43	3.53
Institutional	Elementary School	520	Students	1.89	0%	54/46	0.67	48/52	0.17
	Middle/Junior School	522	Students	2.13	0%	54/46	0.58	49/51	0.17
	High School	530	Students	2.03	0%	67/33	0.52	48/52	0.14
	Private School (K-8)	534	Students	Use Private K-12 rate	0%	55/45	0.91	46/54	0.26
	Private School (K-12)*	536	Students	2.48	0%	61/39	0.80	43/57	0.17
	Church/Synagogue ^a	560	1000 S.F.	6.95	5%	60/40	0.33	45/55	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.72	10%	68/32	0.89	32/68	0.97
	Nursing Home	620	Beds	3.06	10%	72/28	0.17	33/67	0.22
Office	General Office (>5,000 SF GFA)	710	1000 S.F.	$\ln(T) = 0.97 \ln(X) + 2.50$	10%	86/14	$T = 0.94(X) + 26.49$	16/84	1.15
	Small Office Building (<=5,000 SF GFA)	712	1000 S.F.	16.19	10%	83/18	1.92	32/68	2.45
	Medical Office	720	1000 S.F.	34.8	10%	78/22	2.78	28/72	3.46
	Medical Office (Reduced) ^b	PBC	1000 S.F.	17.4	10%	78/22	1.39	28/72	1.73
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Effective with traffic studies submitted to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	AM Peak Hour Rate/Equation	In/Out	PM Peak Hour Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	N/A ^a	2.82	N/A ^a	8.06
	Nursery (Wholesale)	818	Acre	19.5 ^c	0%	N/A ^a	0.26	N/A ^a	0.45
	Landscape Services	PBC	Acre ^m	121.70	0%	40/60	34.4	58/42	15.1
	Gen. Commercial	820	1000 S.F.	$\text{Ln}(T) = 0.68 \text{Ln}(X) + 5.57^d$	Note e	62/38	0.94	48/52	$\text{Ln}(T) = 0.74 \text{Ln}(X) + 2.89^f$
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.87	40/60	2.43
	Automobile Parts Sales	843	1000 S.F.	55.34	28%	55/45	2.59	48/52	4.91
	Tire Store	848	1000 S.F.	28.52	28%	64/36	2.72	43/57	3.98
	Pharmacy + DT	881	1000 S.F.	109.16	50%	53/47	3.84	50/50	10.29
Services	Drive-In Bank ^g	912	1000 S.F.	100.03	47%	58/42	9.5	50/50	20.45
	Quality Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	112.18	43%	55/45	9.94	62/38	9.77
	Fast Food Restaurant w/o DT	933	1000 S.F.	346.23	45%	60/40	25.1	50/50	28.34
	Fast Food Restaurant + DT	934	1000 S.F.	470.95	49%	51/49	40.19	52/48	32.67
	Coffee/Donut Shop w/o DT	936	1000 S.F.	686.67 ^h	45%	51/49	101.14	50/50	36.31
	Coffee/Donut Shop + DT	937	1000 S.F.	820.38	49%	51/49	88.99	50/50	43.38
	Gas Station w/Convenience Store ⁱ	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note j	50/50	12.3*FP+15.5*(X)
	Carwash (Automated) ^k	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Modification History
3/26/2019: First published
3/2/2020: Added Landscape Services, modification history, edited formatting,

Footnotes

- a) Weekend peak hour rate = 9.99 per 1,000 s.f. with a 48/52 directional split
- b) To be used only when adjacent to hospital, for Med. Office square footage not to exceed 44% of the hospital square footage
- c) Use caution when using because of very low sample data. Consult with the County before using.
- d) For intensities under 10,000 s.f., use a rate of 125.61 / 1,000 S.F. instead of the equation.
- e) Pass-by percent = 62% for 10,000 s.f. or less, otherwise = $83.18 - 9.30 * \text{Ln}(A)$ where A is 1,000 s.f. of leasable area
- f) For intensities under 10,000 s.f., use a rate of 9.9 / 1,000 s.f. instead of the equation.
- g) Use these rates for a drive-in bank with up to 4 drive-thru lanes (excl. ATM lane). For additional drive-thru lanes, use per lane rates from ITE Code 912 (124.76 daily, 8.83 AM, 27.15 PM. Use same in/out splits)
- h) ITE rate NA. Rate derived using PM to Daily ratio for ITE Code 937
- i) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.
- j) Use PM rates
- k) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate
- l) Assume 50/50
- m) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

APPENDIX C

**Table 12.B.2.D-7 3A – Radius of
Development Influence**

**Table 12.B.2.C-1 1A – LOS D Link
Service Volumes**

Table 12.B.2.C-4 2A – LOS E Link Service Volumes

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	16,200	1,570	880	860	1,440
2 lanes one-way	2LO	21,100		2,350	2,240	
3 lanes two-way	3L	16,200	1,570	880	860	
3 lanes one-way	3LO					
		31,900		3,530	3,400	
4 lanes undivided (1)	4L	33,300	3,230	1,860	1,780	3,570
4 lanes divided	4LD	35,100	3,400	1,960	1,870	3,760
5 lanes two-way	5L	35,100	3,400	1,960	1,870	
6 lanes divided	6LD	53,100	5,150	2,940	2,830	5,650
8 lanes divided	8LD	70,900	6,880	3,940	3,780	
4 lanes expressway	4LX	79,400	7,300	4,020		
6 lanes expressway	6LX	122,700	11,290	6,200		
8 lanes expressway	8LX	166,000	15,270	8,400		
10 lanes expressway	10LX	209,200	19,250	10,580		
[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]						
Notes:						
Based on the 2009 FDOT Quality/ LOS Handbook						
1.	Service volumes for “undivided” roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.					

Table 12.B.2.C-5 2B – LOS E Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay
Notes:		
The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.		

Table 12.B.2.C-6 2C – LOS E Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14
Notes:			
Speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.			

D. Radius of Development Influence/Project Significance

Table 12.B.2.D-7, 3A represents the Radius of Development Influence for the specific volume of the proposed Project's Net Trips. [Ord. 2006-043] [Ord. 2007-013]

Table 12.B.2.D-7 3A – Radius of Development Influence

Net External Peak Hour		Two-Way Trip Generation	Radius
1	thru	20	Directly accessed link(s)
21	thru	50	0.5 miles
51	thru	100	1 mile
101	thru	500	2 miles
501	thru	1,000	3 miles
1,001	thru	2,000	4 miles
2,001	and	Up	5 miles
[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]			

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- B in Rural Areas as adopted by the FDOT. This standard must be met for roadways on a peak hour/peak direction basis, in accordance with the methodologies specified in FDOT Rule 14-94. **[Ord. 2007-013]**
4. A different service volume may be adopted for a specific road or intersection as part of the Plan as a CRALLS. A required roadway improvement that is the subject of a development order condition may not be necessary due to the adoption of a CRALLS. An applicant with a Project that has a development order condition for a roadway improvement or is phased to the unnecessary roadway improvement may request the appropriate governing body to remove the applicable roadway phasing condition. The application may be approved provided that the concurrency reservation (for unincorporated Projects) or determination of the County Engineer (for municipal Projects) has been amended to delete the applicable roadway phasing condition. If a Project has relied upon a CRALLS volume on a roadway and/or intersection to meet the standard, the subsequent subdivision of that Project into separate lots shall still require all parcels or lots in their entirety taken together of that subdivision to be addressed against the standard and any required CRALLS mitigation for the overall Project to be completed by the developers of the separate lots. **[Ord. 2010-022]**

Table 12.B.2.C-1 1A – LOS D Link Service Volumes

Facility Type		ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	15,200	1,480	880	810	1,140
2 lanes one-way	2LO	19,900		2,350	2,120	
3 lanes two-way	3L	15,200	1,480	880	810	
3 lanes one-way	3LO	30,200		3,530	3,220	
4 lanes undivided (1)	4L	31,500	3,060	1,860	1,680	3,150
4 lanes divided	4LD	33,200	3,220	1,960	1,770	3,320
5 lanes two-way	5L	33,200	3,220	1,960	1,770	
6 lanes divided	6LD	50,300	4,880	2,940	2,680	4,980
8 lanes divided	8LD	67,300	6,530	3,940	3,590	
4 lanes expressway	4LX	73,600	6,770	3,720		
6 lanes expressway	6LX	110,300	10,150	5,580		
8 lanes expressway	8LX	146,500	13,480	7,420		
10 lanes expressway	10LX	184,000	16,930	9,320		
[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]						
Notes:						
Based on the 2009 FDOT Quality/ LOS Handbook						
1.	Service volumes for “undivided” roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.					

Table 12.B.2.C-2 1B – LOS D Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay
Notes:		
The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.		

Table 12.B.2.C-3 1C – LOS D Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18
Note:			
Speed values refer to a “range” of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.			

APPENDIX D

**Palm Beach County – TPS
Traffic Counts – March 25, 2021
CMA Analyses**

A	B	C	D	E	F	G	H	I	J	K	L	M
Input Data E-W Street: Linton Blvd N-S STREET: Congress Ave TIME PERIOD: AM GROWTH RATE: 1.41% SIGNAL ID: 55100 COUNT DATE: 2/18/2020 CURRENT YEAR: 2020 ANALYSIS YEAR: 2024 PSF: 1 Report Created 4/22/2021												
Intersection Volume Development												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume	230	1327	337	493	1068	265	90	304	249	313	971	185
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Season Volume	230	1327	337	493	1068	265	90	304	249	313	971	185
Committed Developments												
Lintco Shopping Centre	0	4	0	1	2	1	0	0	2	2	0	0
Delray Medical Center Expansion	2	4	2	0	7	0	3	0	0	0	0	3
Wallace Warehouse	4	2	0	0	0	0	0	5	2	0	1	1
Peninsula DRI - Non Residential	0	0	16	3	0	0	4	2	1	0	6	0
Dunkin Donuts	4	0	0	0	0	8	0	2	0	6	1	3
Delray Place	0	2	0	2	2	2	0	0	3	3	0	0
Congress Plaza at Delray	0	0	1	3	0	0	2	7	5	0	4	0
Florida Medical Center Delray	1	1	1	0	5	0	5	0	0	0	0	5
Maroone Alpha Delray	0	6	0	1	2	0	0	0	3	1	0	0
AutoNation Delray	0	5	0	1	2	1	0	0	3	3	0	0
Florida Railroad	0	0	9	9	0	0	1	1	1	0	9	0
Total Committed Developments	11	24	29	20	20	12	15	17	20	15	21	12
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Non-Residential	11	24	29	20	20	12	15	17	20	15	21	12
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Total Discounted Committed	11	24	29	20	20	12	15	17	20	15	21	12
Historical Growth	20	116	30	43	94	23	8	27	22	27	85	16
Comm Dev+1% Growth	25	106	50	50	86	28	21	36	35	34	81	23
Growth Volume Used	25	116	50	50	94	28	21	36	35	34	85	23
Total Volume	255	1443	387	543	1162	293	111	340	284	347	1056	208

Input Data

E-W Street: Linton Blvd

N-S STREET: Congress Ave

TIME PERIOD: PM

GROWTH RATE: 1.41%

SIGNAL ID: 55100

COUNT DATE: 2/18/2020

CURRENT YEAR: 2020

ANALYSIS YEAR: 2024

PSF: 1

Report Created

4/22/2021

Intersection Volume Development												
Eastbound			Westbound			Northbound			Southbound			

	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume	334	1331	107	273	1274	316	456	1004	576	347	437	288
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Season Volume	334	1331	107	273	1274	316	456	1004	576	347	437	288
Committed Developments												
Lintco Shopping Centre	0	22	0	12	23	12	0	0	11	11	0	0
Delray Medical Center Expansion	3	7	3	0	4	0	2	0	0	0	0	2
Wallace Warehouse	1	0	0	1	1	0	0	1	0	0	3	2
Peninsula DRI - Non Residential	0	0	7	1	0	0	16	6	3	0	3	0
Dunkin Donuts	28	0	0	0	0	56	0	14	0	60	15	30
Delray Place	0	4	0	5	4	5	0	0	5	5	0	0
Congress Plaza at Delray	0	0	10	30	0	0	9	37	28	0	40	0
Florida Medical Center Delray	3	3	3	0	1	0	1	0	0	0	0	1
Maroone Alpha Delray	0	5	0	3	7	1	0	0	2	1	0	0
AutoNation Delray	0	4	0	3	6	3	0	0	2	2	0	0
Florida Railroad	0	0	3	3	0	0	12	12	12	0	3	0
Total Committed Developments	35	45	26	58	46	77	40	70	63	79	64	35
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Non-Residential	35	45	26	58	46	77	40	70	63	79	64	35
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Total Discounted Committed	35	45	26	58	46	77	40	70	63	79	64	35
Historical Growth	29	117	9	24	112	28	40	88	50	30	38	25
Comm Dev+1% Growth	56	127	33	75	124	96	68	132	98	100	91	53
Growth Volume Used	56	127	33	75	124	96	68	132	98	100	91	53
Total Volume	390	1458	140	348	1398	412	524	1136	674	447	528	341

N O

Type	% Complete
NR	0%
NR	76%
NR	0%
NR	75%
NR	55%
NR	70%
NR	0%
NR	0%
NR	76%
NR	67%
NR	0%

Type	% Complete
NR	0%
NR	76%
NR	0%
NR	75%
NR	55%
NR	70%
NR	0%
NR	0%
NR	76%
NR	67%
NR	0%

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Congress Ave			STATION: 6204			Report Created	
	CURRENT YEAR: 2019			FROM: Midpoint			4/22/2021	
	ANALYSIS YEAR: 2024			TO: Linton Blvd				
	GROWTH RATE: 0%			COUNT DATE: 2/19/2019				
				PSF: 1				

	Link Analysis					
Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2439	598	1903	2406	1620	815
Peak Volume	2439	598	1903	2406	1620	815
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2439	598	1903	2406	1620	815

Committed Developments							Type	% Complete
Wallace Warehouse	6	5	1	4	1	3	NR	0%
Florida Medical Center Delray	5	5	1	4	1	3	NR	0%
Blue Lake DRI	37	6	32	32	26	7	NR	60%
Peninsula DRI - Non Residential	30	6	24	35	25	10	NR	75%
Peninsula DRI - Residential	0	0	0	0	0	0	Res	100%
The Citadel Care Center	9	3	6	19	11	8	NR	0%
Congress Plaza at Delray	22	13	8	155	74	81	NR	0%
Congress Park Apartments	0	0	0	0	0	0	Res	100%
Midtown Village	0	0	0	0	0	0	NR	100%
Maroone Alpha Delray	4	3	1	6	2	3	NR	76%
US Foodservice Facility Expansion	0	0	0	0	0	0	NR	100%
Lintco Shopping Centre	3	2	1	23	11	12	NR	0%
Delray Medical Center Expansion	4	3	2	4	2	3	NR	76%
Delray Place	5	3	2	10	5	5	NR	70%
TR Danburg Mixed-Use	13	10	3	25	11	15	Res	60%
Florida Railroad	33	5	29	49	40	9	NR	0%
SBA Corporate Headquarters	17	15	2	16	3	13	NR	80%
AutoNation Delray	3	3	1	5	2	3	NR	67%
Dunkin Donuts	3	2	1	29	14	15	NR	55%
Congress Aenue Storage & Office	36	29	7	65	17	49	NR	0%
Value Store It	4	2	2	7	3	3	Res	0%
1690-2350 South Congress Avenue	301	118	183	846	436	410	Res	15%
Delray Beach Ford	7	5	2	9	4	5	NR	0%
Total Committed Developments	542	238	308	1343	688	657		
Total Committed Residential	318	130	188	878	450	428		
Total Committed Non-Residential	224	108	120	465	238	229		
Double Count Reduction	45	22	24	93	48	46		
Total Discounted Committed Developments	497	216	284	1250	640	611		
Historical Growth	0	0	0	0	0	0		

Comm Dev+1% Growth	621	247	381	1373	723	653
Growth Volume Used	621	247	381	1373	723	653
Total Volume	3060	845	2284	3779	2343	1468

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Congress Ave STATION: 6204
 CURRENT YEAR: 2019 FROM: NW 82nd St
 ANALYSIS YEAR: 2024 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 2/19/2019
 PSF: 1

Report Created
 4/22/2021

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2439	598	1903	2406	1620	815
Peak Volume	2439	598	1903	2406	1620	815
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2439	598	1903	2406	1620	815

Committed Developments							Type	% Complete
Wallace Warehouse	6	5	1	4	1	3	NR	0%
Florida Medical Center Delray	5	5	1	4	1	3	NR	0%
Blue Lake DRI	37	6	32	32	26	7	NR	60%
Peninsula DRI - Non Residential	36	8	29	41	29	12	NR	75%
Peninsula DRI - Residential	0	0	0	0	0	0	Res	100%
The Citadel Care Center	21	15	6	44	18	26	NR	0%
Congress Plaza at Delray	32	20	13	233	112	121	NR	0%
Congress Park Apartments	0	0	0	0	0	0	Res	100%
Midtown Village	0	0	0	0	0	0	NR	100%
Maroone Alpha Delray	4	3	1	6	2	3	NR	76%
US Foodservice Facility Expansion	0	0	0	0	0	0	NR	100%
Lintco Shopping Centre	3	2	1	23	11	12	NR	0%
Delray Medical Center Expansion	4	3	2	4	2	3	NR	76%
Delray Place	5	3	2	10	5	5	NR	70%
TR Danburg Mixed-Use	13	10	3	25	11	15	Res	60%
Florida Railroad	33	29	5	49	9	40	NR	0%
SBA Corporate Headquarters	17	15	2	16	3	13	NR	80%
AutoNation Delray	3	3	1	5	2	3	NR	67%
Dunkin Donuts	3	2	1	29	14	15	NR	55%
Congress Aenue Storage & Office	36	29	7	65	17	49	NR	0%
Value Store It	9	5	4	15	8	8	Res	0%
1690-2350 South Congress Avenue	301	118	183	846	436	410	Res	15%

Delray Beach Ford	7	5	2	9	4	5	NR	0%
Total Committed Developments	575	286	296	1460	711	753		
Total Committed Residential	323	133	190	886	455	433		
Total Committed Non-Residential	252	153	106	574	256	320		
Double Count Reduction	50	31	21	115	51	64		
Total Discounted Committed Developments	525	255	275	1345	660	689		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	649	286	372	1468	743	731		
Growth Volume Used	649	286	372	1468	743	731		
Total Volume	3088	884	2275	3874	2363	1546		
Lanes	6LD							
LOS D Capacity	4880	2940	2940	4880	2940	2940		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	5150	2940	2940	5150	2940	2940		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

INTERSECTION: South Congress Avenue and Germantown Road**Signal ID:****VOLUMES:** Existing = 2019, Future = 2024**GEOMETRY:** Existing

Input Data					
Growth Rate =	AM 1.41%	PM 1.41%	Peak Season = 1.00	Current Year = 2019	Buildout Year = 2022

AM Peak Hour												
	Intersection Volume Development											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume	26	367	2	60	1451	82	124	0	168	0	0	2
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	1	16	0	3	62	4	5	0	7	0	0	0
1% Background Growth	1	11	0	2	44	2	4	0	5	0	0	0
Approved Projects Traffic		216			284							
Background Used: Projects	1	227	0	2	328	2	4	0	5	0	0	0
Project Traffic (1)	0	0	8	14	0	0	0	0	0	22	0	45
Total	27	594	10	76	1779	84	128	0	173	22	0	47
Approach Total	631			1,939			301			69		
Critical Volume Analysis												
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
No. of Lanes	1	3	1	1	3	<	1	1	1	1	1	<
Per Lane Volume	27	198	10	76	621	<	128	0	173	22	47	<
Right on Red			60			10			60			10
Overlaps Left			22			0			27			0
Adj. Per Lane Volume	27	198	0	76	611	<	128	0	86	22	37	<
Through/Right Volume	198			611			86			37		
Opposing Left Turns	76			27			22			128		
Critical Volume for Approach	274			638			108			165		
Critical Volume for Direction	638						165					
Intersection Critical Volume	803											
STATUS?	Under											

PM Peak Hour												
	Intersection Volume Development											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	178	1276	2	5	414	117	93	1	48	0	0	30
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	8	55	0	0	18	5	4	0	2	0	0	1
1% Background Growth	5	39	0	0	13	4	3	0	1	0	0	1
Approved Projects Traffic		640			611							
Background Used: Projects	5	679	0	0	624	4	3	0	1	0	0	1
Project Traffic (1)	0	0	21	48	0	0	0	0	0	14	0	30
Total	183	1955	23	53	1038	121	96	1	49	14	0	61
Approach Total	2,161			1,212			146			75		
Critical Volume Analysis												
No. of Lanes	1	3	1	1	3	<	1	1	1	1	1	<
Per Lane Volume	183	652	23	53	386	<	96	1	49	14	61	<
Right on Red			60			10			60			10
Overlaps Left			14			0			183			0
Adj. Per Lane Volume	183	652	0	53	376	<	96	1	0	14	51	<
Through/Right Volume	652			376			1			51		
Opposing Left Turns	53			183			14			96		
Critical Volume for Approach	705			559			15			147		
Critical Volume for Direction	705						147					
Intersection Critical Volume	852											
STATUS?	Under											

For Committed Development traffic see TPS Database worksheets in the Appendix.

(1) Project Traffic with Existing Counts + Background matches Figure 5 to/from the site

Palm Beach County Signalized Intersection Analysis

INTERSECTION: S Congress Avenue and Linton Boulevard

VOLUMES: Existing = 2020, Future = 2024

GEOMETRY: Existing

Input Data						
	AM	PM				
Growth Rate =	1.41%	1.41%	Peak Season =	1.00	Current Year =	2020
					Buildout Year =	2024

AM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	90	304	249	313	971	185	230	1327	337	493	1068	265
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	5	18	14	18	56	11	13	76	19	28	62	15
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	15	17	20	15	21	12	11	24	29	20	20	12
Background Used: GR	21	36	35	34	85	23	25	116	50	50	94	28
Project Traffic	15	13	23	0	5	0	0	0	5	8	0	0
Total	126	353	307	347	1061	208	255	1443	392	551	1162	293
Approach Total	786			1,616			2,090			2,006		
Critical Volume Analysis												
No. of Lanes	2	3	1	2	3	<	2	3	1	2	3	1
Per Lane Volume	63	118	307	174	423	<	128	481	392	276	387	293
Right on Red			60			10			60			60
Overlaps Left			276			0			63			174
Adj. Per Lane Volume	63	118	0	174	413	<	128	481	269	276	387	60
Through/Right Volume	118			413			481			387		
Opposing Left Turns	174			63			276			128		
Critical Volume for Approach	291			476			757			515		
Critical Volume for Direction	476						757					
Intersection Critical Volume	1,233											
STATUS?	Under											

PM Peak Hour												
Intersection Volume Development												
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Volume (County TPS)	456	1004	576	347	437	288	334	1331	107	273	1274	316
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Diversion (%)												
Diversion (Volumes)	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	26	58	33	20	25	17	19	77	6	16	73	18
1% Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
Approved Projects Traffic	40	70	63	79	64	35	35	45	26	58	46	77
Background Used: Projects	68	132	98	100	91	53	56	127	33	75	124	96
Project Traffic	9	9	16	0	13	0	0	0	15	23	0	0
Total	533	1145	690	447	541	341	390	1458	155	371	1398	412
Approach Total	2,368			1,329			2,003			2,181		
Critical Volume Analysis												
No. of Lanes	2	3	1	2	3	<	2	3	1	2	3	1
Per Lane Volume	267	382	690	224	294	<	195	486	155	186	466	412
Right on Red			60			10			60			60
Overlaps Left			186			0			267			224
Adj. Per Lane Volume	267	382	445	224	284	<	195	486	0	186	466	129
Through/Right Volume	445			284			486			466		
Opposing Left Turns	224			267			186			195		
Critical Volume for Approach	668			551			672			661		
Critical Volume for Direction	668						672					
Intersection Critical Volume	1,340											
STATUS?	Near											

For Committed Development traffic see TPS Database worksheets in the Appendix.

APPENDIX E

Traffic Counts and Signal Timing

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	OLD GERMANTOWN ROAD AND CONGRESS AVENUE	CONTROLLER TYPE:	NAZTEC
SYSTEM:	CONGRESS AVE	SIGNAL #	55165
		SYSTEM #	5050

TOD SCHEDULER									
WEEKDAY					WEEKEND				
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	7:00	2	0:00	100	0:00	100		
10:00	100	14:30	3						
20:00	100								

TIMING PLANS													
PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)				160		160							
OFFSET (SEC)				136		32							
COORDINATED PHASE				2		2							
SEQUENCE				1		1							
ALT TIMING PLAN				2		3							
FORCE-OFF 1 (SEC)	NBLT	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 2 (SEC)	SB		NON	20	NON	26	NON		NON		NON		NON
FORCE-OFF 3 (SEC)	EBLT		MAX	58	MAX	52	MAX		MAX		MAX		MAX
FORCE-OFF 4 (SEC)	WB		NON	41	NON	41	NON		NON		NON		NON
FORCE-OFF 5 (SEC)	SBLT		NON	41	NON	41	NON		NON		NON		NON
FORCE-OFF 6 (SEC)	NB		NON	20	NON	20	NON		NON		NON		NON
FORCE-OFF 7 (SEC)	WBLT		MAX	58	MAX	58	MAX		MAX		MAX		MAX
FORCE-OFF 8 (SEC)	EB		NON		NON		NON		NON		NON		NON
FORCE-OFF 8 (SEC)	EB		NON	82	NON	82	NON		NON		NON		NON

Special Features:

- 1)
- 2)
- 3)

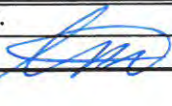
TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE:	
APPROVED BY:	LEE GAO, P.E. PTOE	DATE:	8/16/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION: OLD GERMANTOWN ROAD AND CONGRESS AVENUE											SIGNAL # 55165					SYSTEM # 5050					
	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											1	4.0	2.0	30.0	8.0	5.0	2.0	0.0	0.0	1	
2											2	20.0	4.0	45.0	30.0	5.0	2.0	7.0	19.0	2	
3											3	6.0	3.0	25.0	8.0	4.0	3.0	7.0	26.0	3	
4											4	6.0	3.0	25.0	11.0	4.0	2.0	7.0	27.0	4	
5											5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5	
6											6	20.0	4.0	45.0	30.0	5.0	2.0	0.0	0.0	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	30.0	8.0	5.0	2.0	0.0	0.0	1		1										
2	20.0	4.0	45.0	30.0	5.0	2.0	7.0	19.0	2		2										
3	6.0	3.0	25.0	8.0	4.0	3.0	7.0	26.0	3		3										
4	6.0	3.0	25.0	10.0	4.0	2.0	7.0	27.0	4		4										
5	4.0	2.0	15.0	8.0	5.0	2.0	0.0	0.0	5		5										
6	20.0	4.0	45.0	30.0	5.0	2.0	0.0	0.0	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											ALT TIMING PLAN 1	
2											ALT TIMING PLAN 2	PATTERN 2
3											ALT TIMING PLAN 3	PATTERN 3
4											ALT TIMING PLAN 4	
5											ALT TIMING PLAN 5	
6												
7												
8												

NOTES:			
TIMING DESIGNED BY:		SCOTT E. ORNITZ, P.E.	DATE
APPROVED BY:		LEE GAO, P.E. PTOE 	DATE 8/16/2018

Traf Tech Engineering Inc.

File Name : 2-Germantown Rd & S.Congress Ave

Site Code : 00000000

Start Date : 3/25/2021

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	S.Congress Ave From North					Germantown Rd From East					S.Congress Ave From South					Germantown Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	12	89	1	0	102	0	0	0	0	0	0	49	5	0	54	6	0	10	0	16	172
07:15	17	123	0	0	140	0	1	0	0	1	0	59	4	0	63	23	0	15	0	38	242
07:30	15	162	0	0	177	0	0	0	0	0	0	73	9	0	82	31	0	30	0	61	320
07:45	24	226	1	0	251	0	0	0	0	0	0	91	12	0	103	17	0	24	0	41	395
Total	68	600	2	0	670	0	1	0	0	1	0	272	30	0	302	77	0	79	0	156	1129
08:00	18	188	5	1	212	0	0	0	0	0	0	107	9	0	116	33	0	18	0	51	379
08:15	11	225	8	0	244	0	0	0	0	0	0	98	12	0	110	27	1	28	0	56	410
08:30	29	257	7	1	294	0	0	0	0	0	0	78	8	1	87	31	0	23	0	54	435
08:45	18	263	9	0	290	1	0	0	0	1	2	94	13	1	110	37	0	30	0	67	468
Total	76	933	29	2	1040	1	0	0	0	1	2	377	42	2	423	128	1	99	0	228	1692

*** BREAK ***

16:00	31	104	1	1	137	6	0	0	0	6	0	217	27	1	245	14	0	20	0	34	422
16:15	26	120	1	0	147	2	0	0	0	2	0	222	19	1	242	13	0	13	0	26	417
16:30	34	103	0	0	137	5	0	1	0	6	0	256	31	1	288	13	0	31	0	44	475
16:45	33	126	0	1	160	4	0	0	0	4	0	230	21	0	251	20	0	21	0	41	456
Total	124	453	2	2	581	17	0	1	0	18	0	925	98	3	1026	60	0	85	0	145	1770
17:00	35	143	0	1	179	4	0	1	0	5	1	353	29	4	387	23	0	33	0	56	627
17:15	26	147	1	1	175	3	0	0	0	3	0	291	22	0	313	10	0	22	0	32	523
17:30	31	135	0	1	167	5	0	0	0	5	0	271	32	0	303	17	0	31	0	48	523
17:45	30	115	1	0	146	6	0	0	0	6	0	208	37	1	246	11	0	18	0	29	427
Total	122	540	2	3	667	18	0	1	0	19	1	1123	120	5	1249	61	0	104	0	165	2100
Grand Total	390	2526	35	7	2958	36	1	2	0	39	3	2697	290	10	3000	326	1	367	0	694	6691
Apprch %	13.2	85.4	1.2	0.2		92.3	2.6	5.1	0		0.1	89.9	9.7	0.3		47	0.1	52.9	0		
Total %	5.8	37.8	0.5	0.1	44.2	0.5	0	0	0	0.6	0	40.3	4.3	0.1	44.8	4.9	0	5.5	0	10.4	
Autos	377	2452										2624									
% Autos	96.7	97.1	100	85.7	97	97.2	100	100	0	97.4	100	97.3	97.9	100	97.4	99.1	100	97	0	98	97.3
Heavy Vehicles																					
% Heavy Vehicles	3.3	2.9	0	14.3	3	2.8	0	0	0	2.6	0	2.7	2.1	0	2.6	0.9	0	3	0	2	2.7

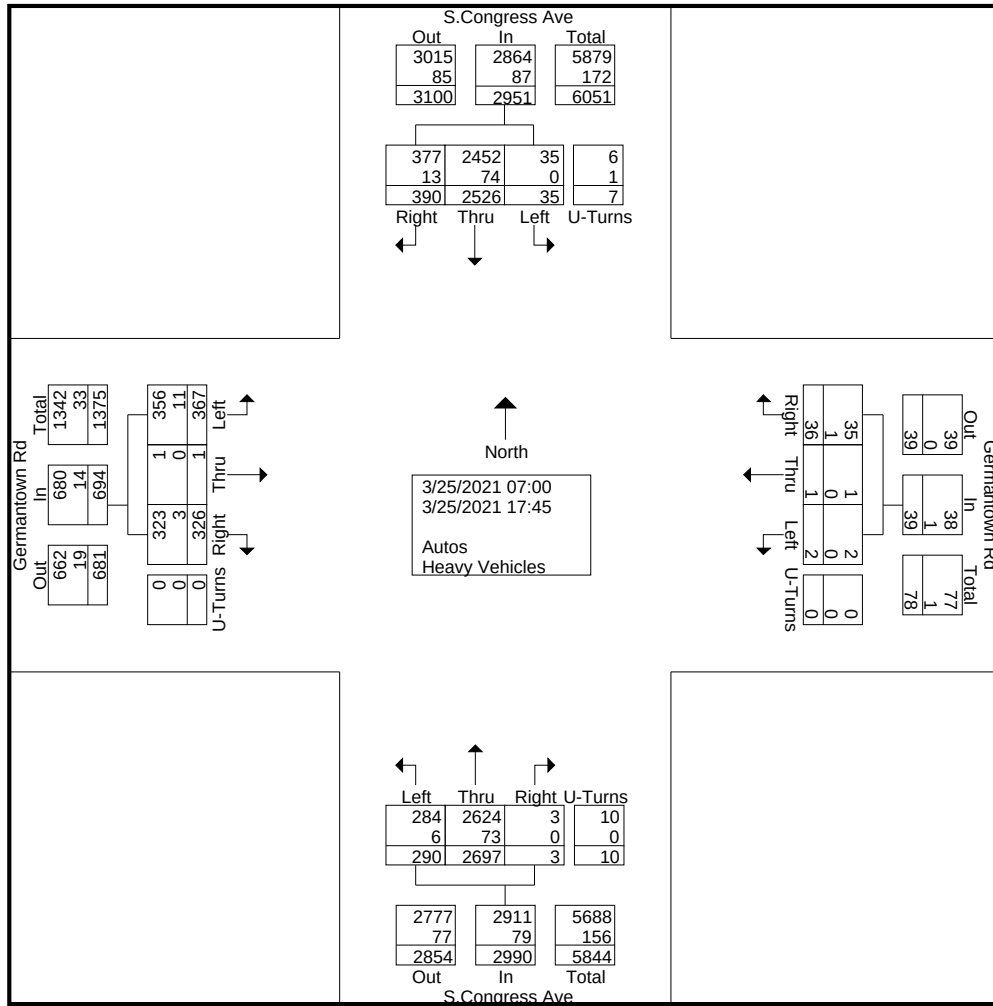
Traf Tech Engineering Inc.

File Name : 2-Germantown Rd & S.Congress Ave

Site Code : 00000000

Start Date : 3/25/2021

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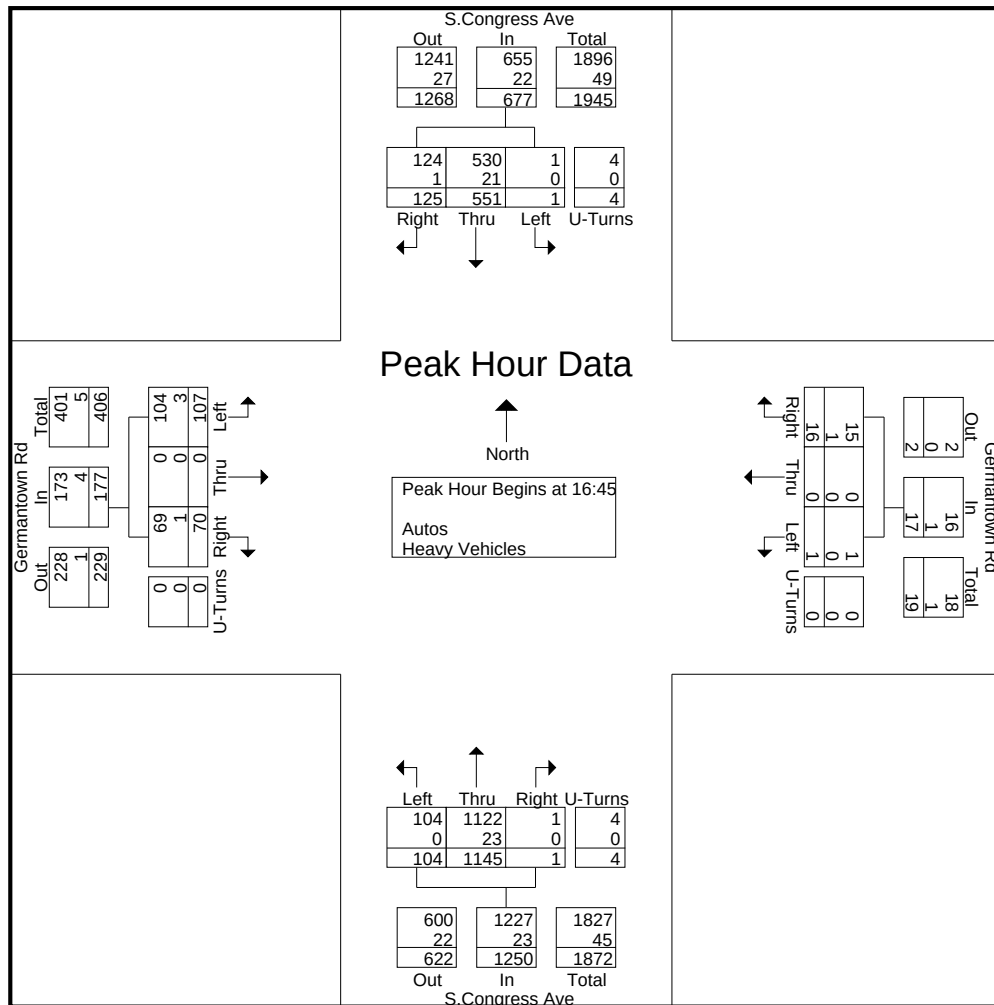
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Start Date : 3/25/2021

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	S.Congress Ave From North					Germantown Rd From East					S.Congress Ave From South					Germantown Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	33	126	0	1	160	4	0	0	0	4	0	230	21	0	251	20	0	21	0	41	456
17:00	35	143	0	1	179	4	0	1	0	5	1	353	29	4	387	23	0	33	0	56	627
17:15	26	147	1	1	175	3	0	0	0	3	0	291	22	0	313	10	0	22	0	32	523
17:30	31	135	0	1	167	5	0	0	0	5	0	271	32	0	303	17	0	31	0	48	523
Total Volume	125	551	1	4	681	16	0	1	0	17	1	1145	104	4	1254	70	0	107	0	177	2129
% App. Total	18.4	80.9	0.1	0.6		94.1	0	5.9	0		0.1	91.3	8.3	0.3		39.5	0	60.5	0		
PHF	.893	.937	.250	1.00	.951	.800	.000	.250	.000	.850	.250	.811	.813	.250	.810	.761	.000	.811	.000	.790	.849
Autos	124	530	1	4	659	15	0	1	0	16	1	1122									
% Autos	99.2	96.2	100	100	96.8	93.8	0	100	0	94.1	100	98.0	100	100	98.2	98.6	0	97.2	0	97.7	97.7
Heavy Vehicles																					
% Heavy Vehicles	0.8	3.8	0	0	3.2	6.3	0	0	0	5.9	0	2.0	0	0	1.8	1.4	0	2.8	0	2.3	2.3



Traf Tech Engineering Inc.

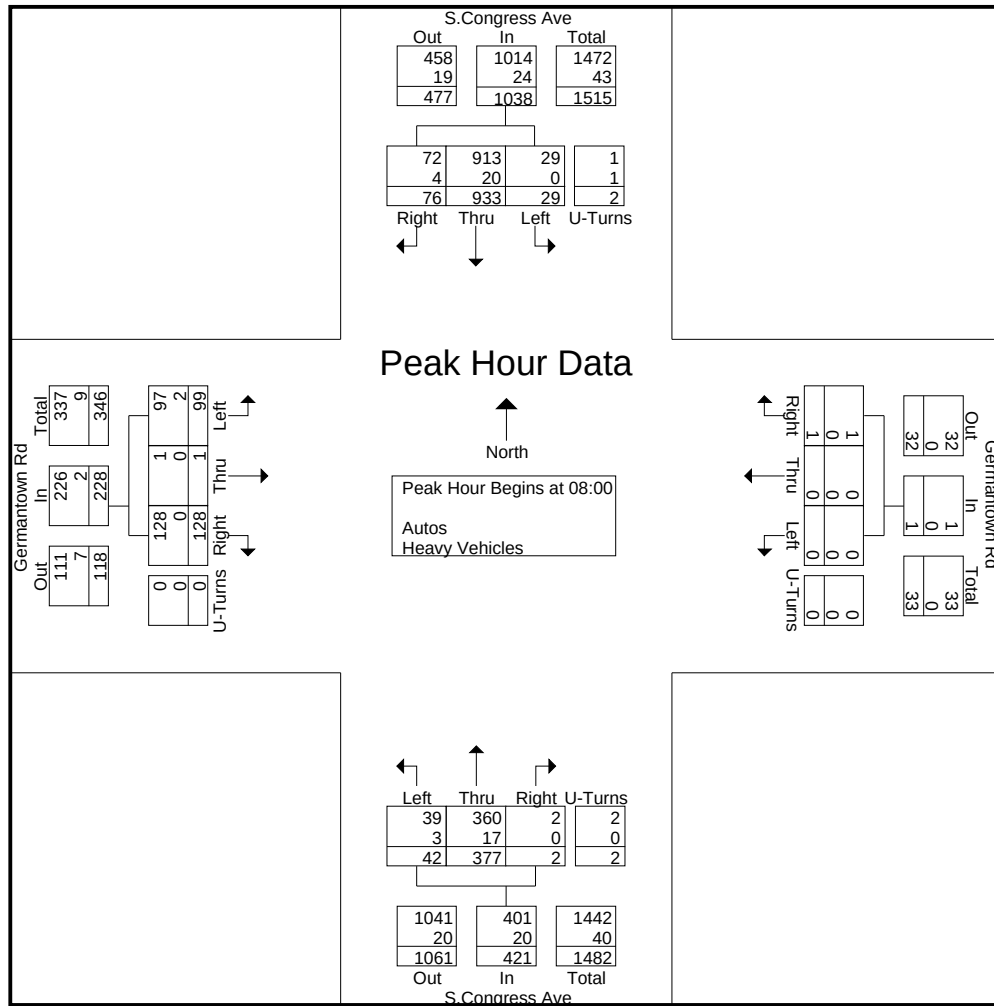
File Name : 2-Germantown Rd & S.Congress Ave

Site Code : 00000000

Start Date : 3/25/2021

Page No : 4

	S.Congress Ave From North					Germantown Rd From East					S.Congress Ave From South					Germantown Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	18	188	5	1	212	0	0	0	0	0	0	107	9	0	116	33	0	18	0	51	379
08:15	11	225	8	0	244	0	0	0	0	0	0	98	12	0	110	27	1	28	0	56	410
08:30	29	257	7	1	294	0	0	0	0	0	0	78	8	1	87	31	0	23	0	54	435
08:45	18	263	9	0	290	1	0	0	0	1	2	94	13	1	110	37	0	30	0	67	468
Total Volume	76	933	29	2	1040	1	0	0	0	1	2	377	42	2	423	128	1	99	0	228	1692
% App. Total	7.3	89.7	2.8	0.2		100	0	0	0		0.5	89.1	9.9	0.5		56.1	0.4	43.4	0		
PHF	.655	.887	.806	.500	.884	.250	.000	.000	.000	.250	.250	.881	.808	.500	.912	.865	.250	.825	.000	.851	.904
Autos	72	913	29	1	1015	1	0	0	0	1	2	360	39	2	403	128	1	97	0	226	1645
% Autos	94.7	97.9	100	50.0	97.6	100	0	0	0	100	100	95.5	92.9	100	95.3	100	100	98.0	0	99.1	97.2
Heavy Vehicles																					
% Heavy Vehicles	5.3	2.1	0	50.0	2.4	0	0	0	0	0	0	4.5	7.1	0	4.7	0	0	2.0	0	0.9	2.8



Traf Tech Engineering Inc.

File Name : 2-Germantown Rd & S.Congress Ave

Site Code : 00000000

Start Date : 3/25/2021

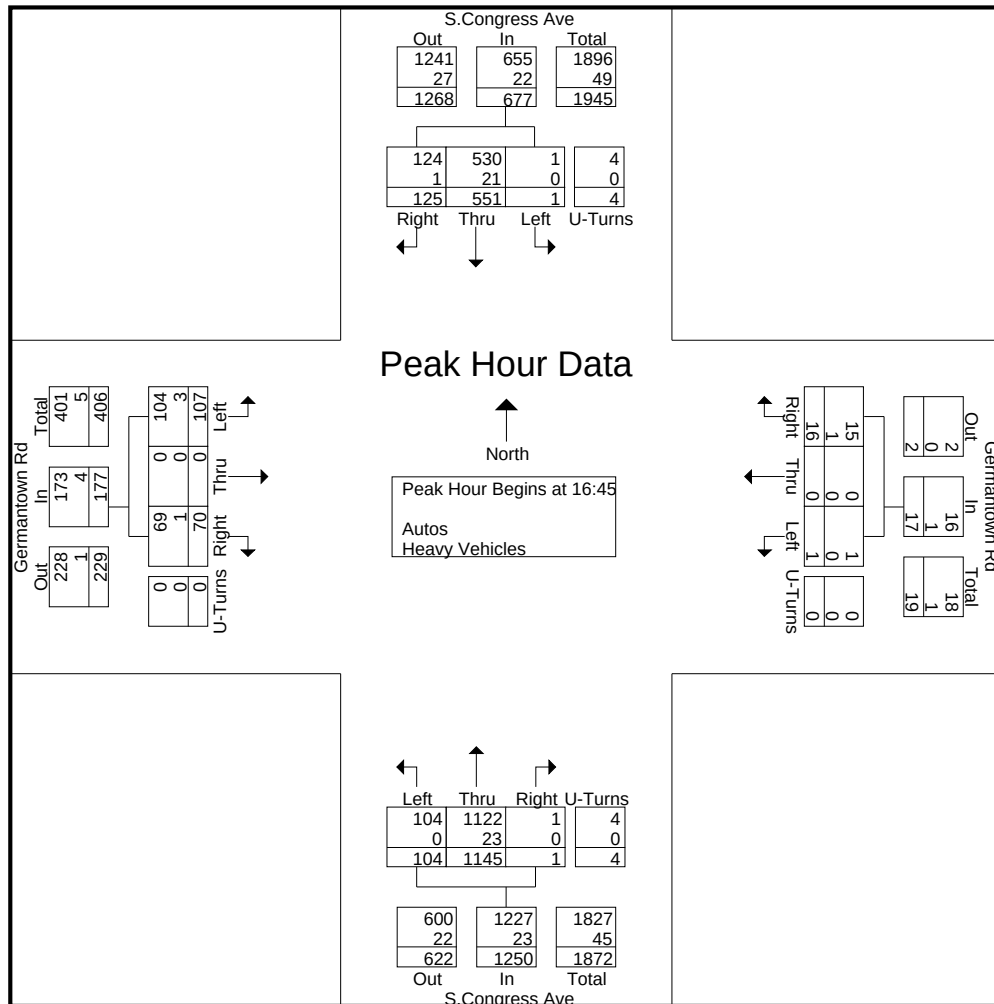
Page No : 5

	S.Congress Ave From North					Germantown Rd From East					S.Congress Ave From South					Germantown Rd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	33	126	0	1	160	4	0	0	0	4	0	230	21	0	251	20	0	21	0	41	456
17:00	35	143	0	1	179	4	0	1	0	5	1	353	29	4	387	23	0	33	0	56	627
17:15	26	147	1	1	175	3	0	0	0	3	0	291	22	0	313	10	0	22	0	32	523
17:30	31	135	0	1	167	5	0	0	0	5	0	271	32	0	303	17	0	31	0	48	523
Total Volume	125	551	1	4	681	16	0	1	0	17	1	1145	104	4	1254	70	0	107	0	177	2129
% App. Total	18.4	80.9	0.1	0.6		94.1	0	5.9	0		0.1	91.3	8.3	0.3		39.5	0	60.5	0		
PHF	.893	.937	.250	1.00	.951	.800	.000	.250	.000	.850	.250	.811	.813	.250	.810	.761	.000	.811	.000	.790	.849
Autos	124	530	1	4	659	15	0	1	0	16	1	1122									
% Autos	99.2	96.2	100	100	96.8	93.8	0	100	0	94.1	100	98.0	100	100	98.2	98.6	0	97.2	0	97.7	97.7
Heavy Vehicles																					
% Heavy Vehicles	0.8	3.8	0	0	3.2	6.3	0	0	0	5.9	0	2.0	0	0	1.8	1.4	0	2.8	0	2.3	2.3



Traf Tech Engineering Inc.

File Name : 2-Germantown Rd & S.Congress Ave

Site Code : 00000000

Start Date : 3/25/2021

Page No : 1

Groups Printed- Peds & Bikes

	S.Congress Ave From North				Germantown Rd From East				S.Congress Ave From South				Germantown Rd From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
*** BREAK ***																	
08:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	6
17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
Grand Total	1	0	0	0	0	0	0	0	1	0	0	1	6	0	0	2	11
Apprch %	100	0	0	0	0	0	0	0	50	0	0	50	75	0	0	25	
Total %	9.1	0	0	0	0	0	0	0	9.1	0	0	9.1	54.5	0	0	18.2	

Traf Tech Engineering Inc.

File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

Page No : 1

Groups Printed- Autos - Heavy Vehicles

	S.Congress Ave From North					Median Opening From East					S.Congress Ave From South					Median Opening From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	98	1	10	110	0	0	0	0	0	1	55	2	0	58	4	0	11	0	15	183
07:15	3	136	7	2	148	0	0	1	0	1	1	66	1	0	68	3	0	7	0	10	227
07:30	3	173	1	7	184	0	0	1	0	1	2	108	0	0	110	2	0	17	0	19	314
07:45	6	246	8	3	263	0	0	0	0	0	5	104	1	0	110	8	0	21	0	29	402
Total	13	653	17	22	705	0	0	2	0	2	9	333	4	0	346	17	0	56	0	73	1126
08:00	6	207	9	12	234	2	0	0	0	2	4	119	0	0	123	1	0	14	0	15	374
08:15	5	243	6	10	264	1	0	0	0	1	4	112	1	0	117	7	0	7	0	14	396
08:30	6	288	8	11	313	0	0	0	0	0	1	108	4	0	113	7	0	8	1	16	442
08:45	3	281	13	13	310	2	0	1	0	3	11	118	1	0	130	3	0	7	0	10	453
Total	20	1019	36	46	1121	5	0	1	0	6	20	457	6	0	483	18	0	36	1	55	1665

*** BREAK ***

16:00	10	127	4	10	151	5	0	3	0	8	4	232	6	0	242	2	0	5	0	7	408
16:15	15	138	2	10	165	3	0	0	0	3	0	233	9	0	242	6	0	10	0	16	426
16:30	7	135	2	6	150	6	0	1	0	7	2	284	5	0	291	1	0	4	0	5	453
16:45	9	153	3	6	171	2	0	0	0	2	2	250	9	0	261	4	0	6	0	10	444
Total	41	553	11	32	637	16	0	4	0	20	8	999	29	0	1036	13	0	25	0	38	1731
17:00	13	167	3	9	192	6	0	1	0	7	3	366	4	0	373	6	0	6	1	13	585
17:15	16	171	1	18	206	1	0	2	0	3	1	348	6	0	355	7	0	14	0	21	585
17:30	16	160	0	9	185	6	0	2	0	8	0	278	9	0	287	3	0	9	0	12	492
17:45	14	137	2	7	160	8	0	1	0	9	0	226	4	1	231	4	0	7	0	11	411
Total	59	635	6	43	743	21	0	6	0	27	4	1218	23	1	1246	20	0	36	1	57	2073
Grand Total	133	2860	70	143	3206	42	0	13	0	55	41	3007	62	1	3111	68	0	153	2	223	6595
Apprch %	4.1	89.2	2.2	4.5		76.4	0	23.6	0		1.3	96.7	2	0		30.5	0	68.6	0.9		
Total %	2	43.4	1.1	2.2	48.6	0.6	0	0.2	0	0.8	0.6	45.6	0.9	0	47.2	1	0	2.3	0	3.4	
Autos	133	2773										2925									
% Autos	100	97	98.6	97.2	97.1	97.6	0	100	0	98.2	100	97.3	98.4	100	97.3	100	0	100	100	100	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	3	1.4	2.8	2.9	2.4	0	0	0	1.8	0	2.7	1.6	0	2.7	0	0	0	0	0	2.7

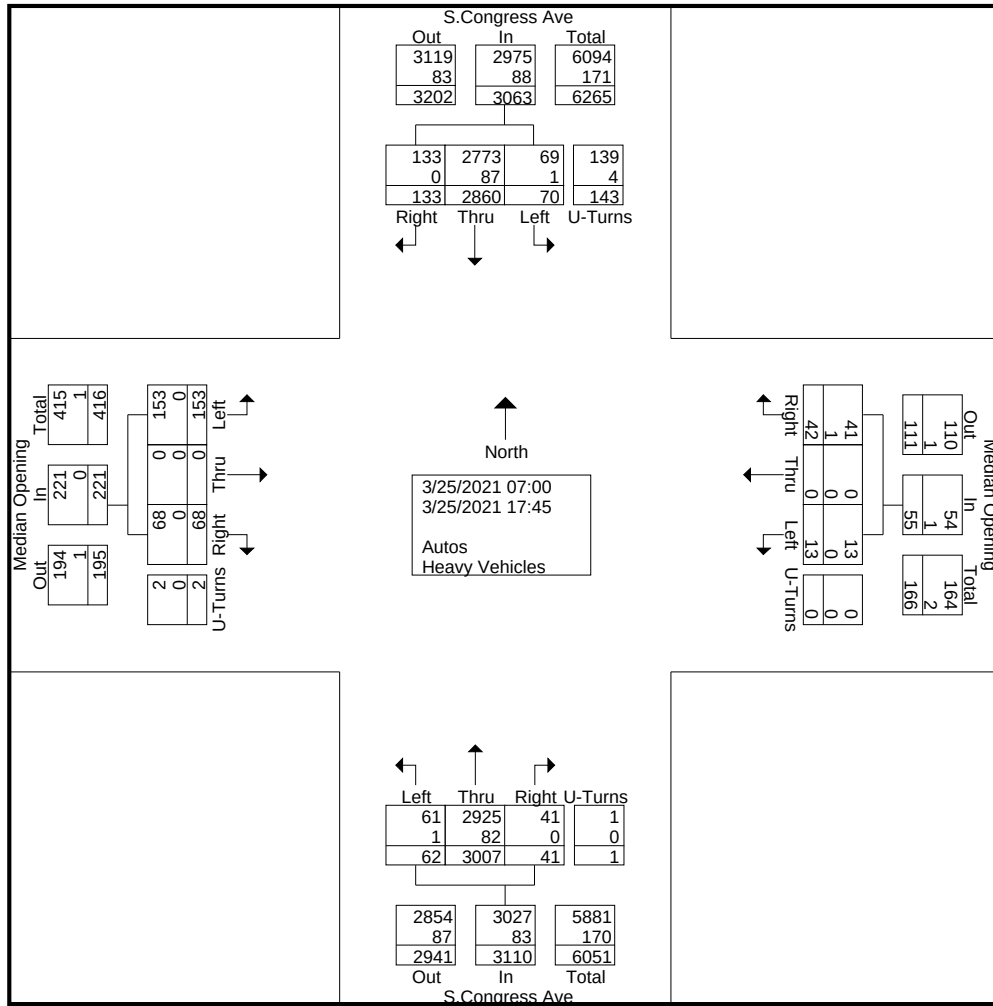
Traf Tech Engineering Inc.

File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

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Traf Tech Engineering Inc.

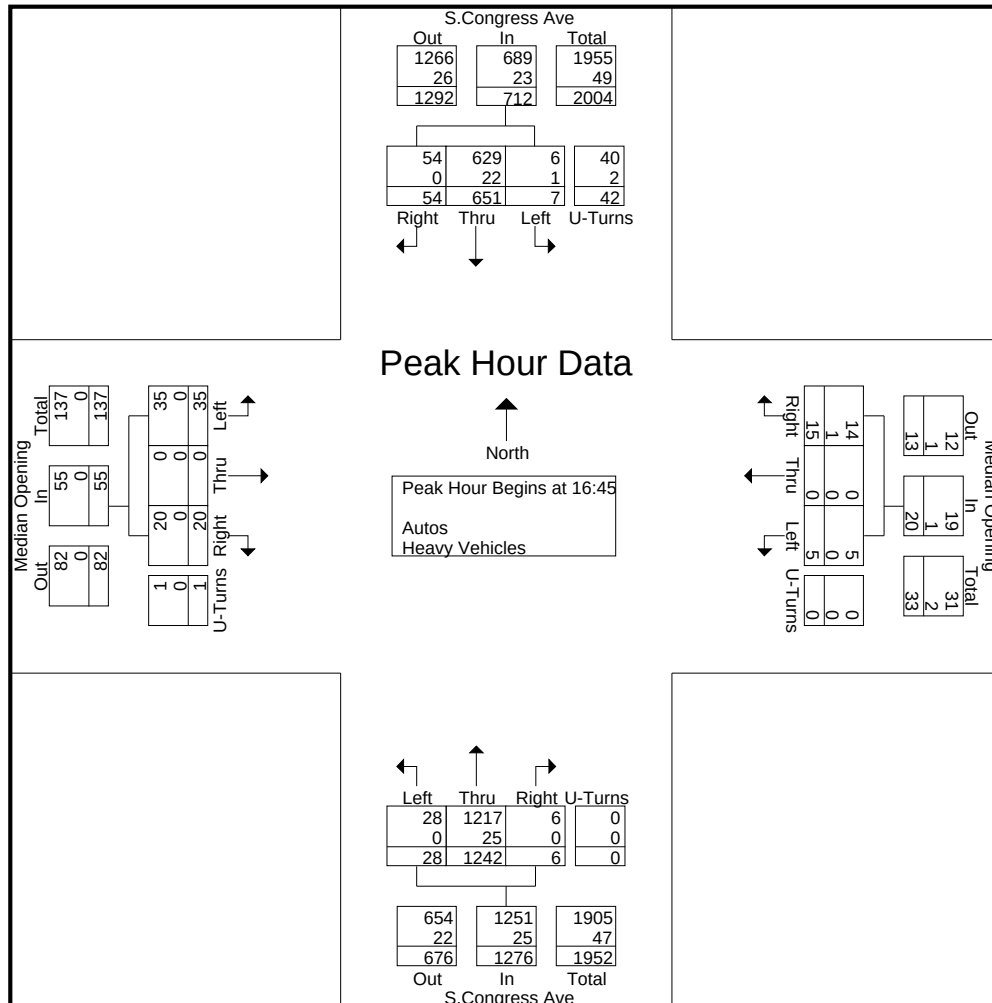
File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

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	S.Congress Ave From North					Median Opening From East					S.Congress Ave From South					Median Opening From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	9	153	3	6	171	2	0	0	0	2	2	250	9	0	261	4	0	6	0	10	444
17:00	13	167	3	9	192	6	0	1	0	7	3	366	4	0	373	6	0	6	1	13	585
17:15	16	171	1	18	206	1	0	2	0	3	1	348	6	0	355	7	0	14	0	21	585
17:30	16	160	0	9	185	6	0	2	0	8	0	278	9	0	287	3	0	9	0	12	492
Total Volume	54	651	7	42	754	15	0	5	0	20	6	1242	28	0	1276	20	0	35	1	56	2106
% App. Total	7.2	86.3	0.9	5.6		75	0	25	0		0.5	97.3	2.2	0		35.7	0	62.5	1.8		
PHF	.844	.952	.583	.583	.915	.625	.000	.625	.000	.625	.500	.848	.778	.000	.855	.714	.000	.625	.250	.667	.900
Autos	54	629	6	40	729	14	0	5	0	19	6	1217									
% Autos	100	96.6	85.7	95.2	96.7	93.3	0	100	0	95.0	100	98.0	100	0	98.0	100	0	100	100	100	97.6
Heavy Vehicles																					
% Heavy Vehicles	0	3.4	14.3	4.8	3.3	6.7	0	0	0	5.0	0	2.0	0	0	2.0	0	0	0	0	0	2.4



Traf Tech Engineering Inc.

File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

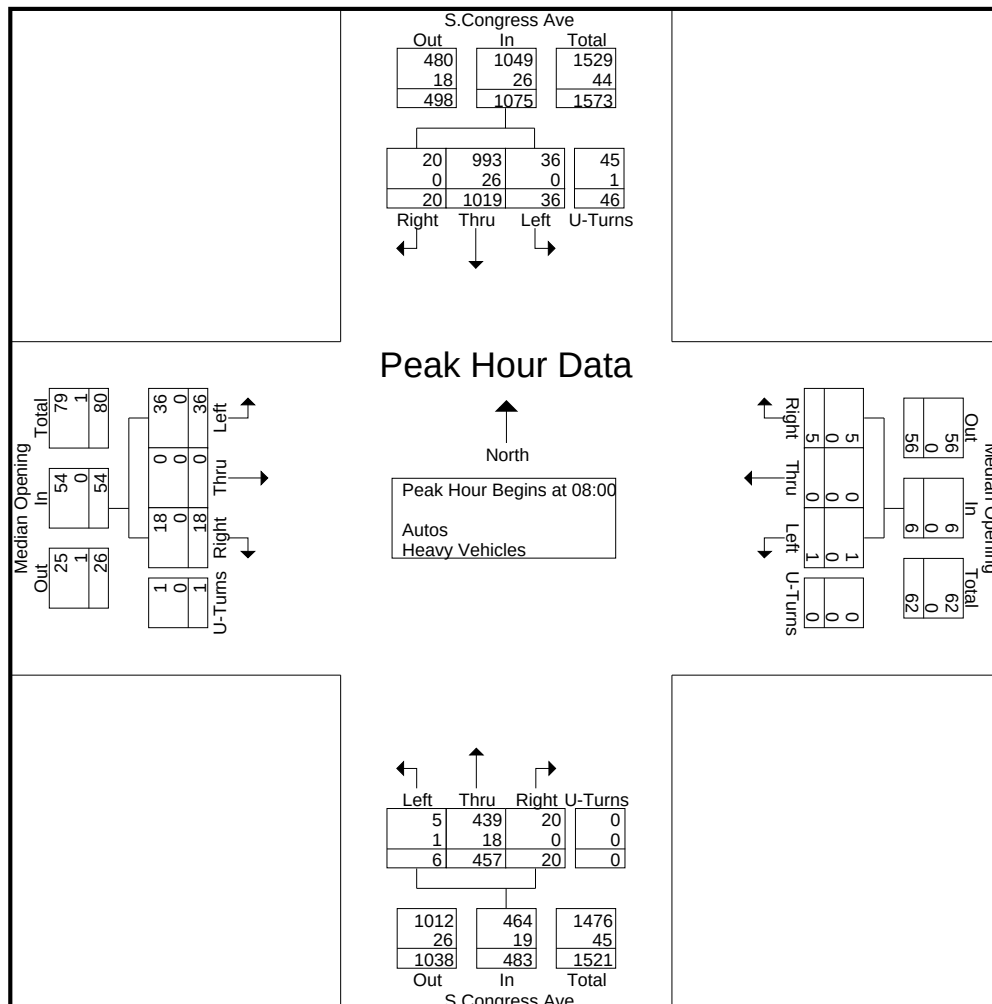
Page No : 4

	S.Congress Ave From North					Median Opening From East					S.Congress Ave From South					Median Opening From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00

08:00	6	207	9	12	234	2	0	0	0	2	4	119	0	0	123	1	0	14	0	15	374
08:15	5	243	6	10	264	1	0	0	0	1	4	112	1	0	117	7	0	7	0	14	396
08:30	6	288	8	11	313	0	0	0	0	0	1	108	4	0	113	7	0	8	1	16	442
08:45	3	281	13	13	310	2	0	1	0	3	11	118	1	0	130	3	0	7	0	10	453
Total Volume	20	1019	36	46	1121	5	0	1	0	6	20	457	6	0	483	18	0	36	1	55	1665
% App. Total	1.8	90.9	3.2	4.1		83.3	0	16.7	0		4.1	94.6	1.2	0		32.7	0	65.5	1.8		
PHF	.833	.885	.692	.885	.895	.625	.000	.250	.000	.500	.455	.960	.375	.000	.929	.643	.000	.643	.250	.859	.919
Autos	20	993	36	45	1094	5	0	1	0	6	20	439	5	0	464	18	0	36	1	55	1619
% Autos	100	97.4	100	97.8	97.6	100	0	100	0	100	100	96.1	83.3	0	96.1	100	0	100	100	100	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	2.6	0	2.2	2.4	0	0	0	0	0	0	3.9	16.7	0	3.9	0	0	0	0	0	2.8



Traf Tech Engineering Inc.

File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

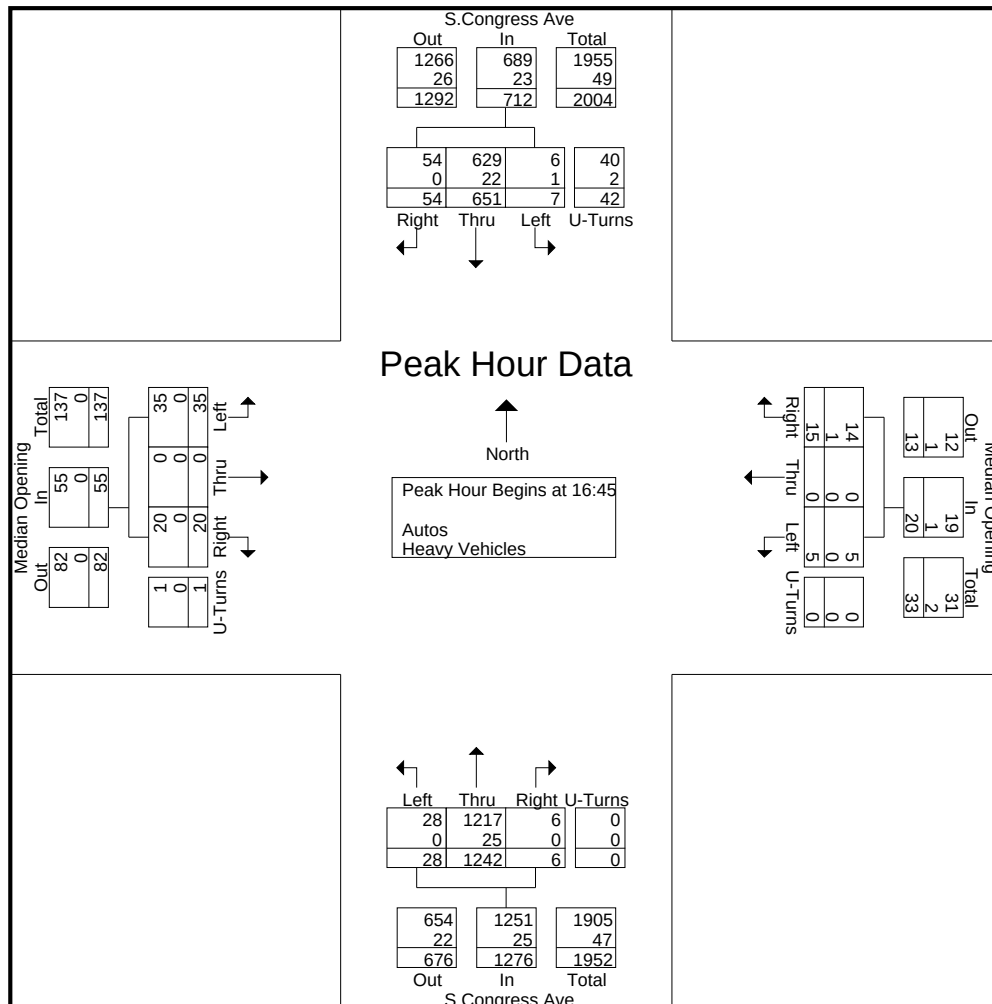
Page No : 5

	S.Congress Ave From North					Median Opening From East					S.Congress Ave From South					Median Opening From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	9	153	3	6	171	2	0	0	0	2	2	250	9	0	261	4	0	6	0	10	444
17:00	13	167	3	9	192	6	0	1	0	7	3	366	4	0	373	6	0	6	1	13	585
17:15	16	171	1	18	206	1	0	2	0	3	1	348	6	0	355	7	0	14	0	21	585
17:30	16	160	0	9	185	6	0	2	0	8	0	278	9	0	287	3	0	9	0	12	492
Total Volume	54	651	7	42	754	15	0	5	0	20	6	1242	28	0	1276	20	0	35	1	56	2106
% App. Total	7.2	86.3	0.9	5.6		75	0	25	0		0.5	97.3	2.2	0		35.7	0	62.5	1.8		
PHF	.844	.952	.583	.583	.915	.625	.000	.625	.000	.625	.500	.848	.778	.000	.855	.714	.000	.625	.250	.667	.900
Autos	54	629	6	40	729	14	0	5	0	19	6	1217									
% Autos	100	96.6	85.7	95.2	96.7	93.3	0	100	0	95.0	100	98.0	100	0	98.0	100	0	100	100	100	97.6
Heavy Vehicles																					
% Heavy Vehicles	0	3.4	14.3	4.8	3.3	6.7	0	0	0	5.0	0	2.0	0	0	2.0	0	0	0	0	0	2.4



Traf Tech Engineering Inc.

File Name : 1-Congress Ave & Median Opening

Site Code : 00000000

Start Date : 3/25/2021

Page No : 1

Groups Printed- Peds & Bikes

	S.Congress Ave From North				Median Opening From East				S.Congress Ave From South				Median Opening From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
*** BREAK ***																	
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	5
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	7
Grand Total	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	11	19
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	38.9	0	0	61.1	
Total %	0	0	0	0	5.3	0	0	0	0	0	0	0	36.8	0	0	57.9	

APPENDIX F

Peak Season Factors and Historical Traffic Counts

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	0.99	1.02
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
* 10	03/03/2019 - 03/09/2019	0.96	0.99
* 11	03/10/2019 - 03/16/2019	0.96	0.99
* 12	03/17/2019 - 03/23/2019	0.96	0.99
* 13	03/24/2019 - 03/30/2019	0.96	0.99
* 14	03/31/2019 - 04/06/2019	0.97	1.00
* 15	04/07/2019 - 04/13/2019	0.97	1.00
* 16	04/14/2019 - 04/20/2019	0.97	1.00
* 17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.06	1.09
39	09/22/2019 - 09/28/2019	1.05	1.08
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

14-FEB-2020 15:39:27

830UPD

4_9301_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 8544 - CONGRESS AVENUE FROM SW 29TH ST TO LINTON BLVD (COUNTY LINK: 6204) (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2019	20500	F	N 10500		S 10000	9.00	54.90	3.80
2018	20500	C	N 10500		S 10000	9.00	59.90	3.80
2017	20400	C	N 10500		S 9900	9.00	59.50	4.30
2016	18600	F	N 9300		S 9300	9.00	59.80	4.30
2015	18200	C	N 9100		S 9100	9.00	60.30	4.30
2014	15800	F	N 8000		S 7800	9.00	60.30	3.80
2013	15800	C	N 8000		S 7800	9.00	60.60	3.80
2012	15900	C	N 7900		S 8000	9.00	60.60	3.80
2011	17700	T	0		0	9.00	60.90	4.70
2010	17700	S	N 8700		S 9000	9.73	61.28	4.10
2009	17500	F	N 8600		S 8900	9.88	61.89	4.10
2008	17500	C	N 8600		S 8900	10.36	61.44	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX G

Covid-19 Adjustment Factor

TABLE G-1
Covid-19 Adjustment Factor

		AM Peak Hour Volumes			Adjustment Factor
Roadway	Location	2020 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	
S Congress	S of Linton Blvd	2,443	2,467	1,573	
Totals		2,443	2,467	1,573	1.57

TABLE G-2
Covid-19 Adjustment Factor

		PM Peak Hour Volumes			Adjustment Factor
Roadway	Location	2020 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	
S Congress	S of Linton Blvd	2,839	2,867	2,004	
Totals		2,839	2,867	2,004	1.43

(1) SOURCE: Palm Beach Count TMC Database

(2) Based on FDOT's historical traffic counts during the past 3 years, a 1% growth rate was used.

(3) Traffic Count on 3/25/2021

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
16550	Lighthouse Dr	Prosperity Farms Rd	5/19/2015	7:15 AM	0	23	444	164	0	112	449	64	0	68	185	54	0	181	172	166	2082
16550	Lighthouse Dr	Prosperity Farms Rd	5/19/2015	4:45 PM	0	63	497	114	0	159	513	33	0	37	168	45	0	123	214	210	2176
16700	Lighthouse Dr	US 1	4/24/2018	8:00 AM	6	96	834	33	11	19	737	32	1	62	16	66	0	49	15	11	1988
16700	Lighthouse Dr	US 1	4/24/2018	12:15 PM	36	129	856	29	26	9	791	43	0	64	14	99	0	51	24	13	2184
16700	Lighthouse Dr	US 1	4/24/2018	4:15 PM	39	80	690	18	26	19	806	36	0	49	26	79	0	51	15	11	1945
16700	Lighthouse Dr	US 1	5/19/2015	8:00 AM	13	118	691	34	13	18	576	27	0	68	18	61	0	39	14	9	1699
16700	Lighthouse Dr	US 1	5/19/2015	4:15 PM	42	113	831	34	23	13	915	61	0	47	12	105	0	37	21	7	2261
15900	Lilac St	Military Tr	9/8/2016	7:30 AM	3	0	1601	47	1	34	1697	0	0	0	0	0	0	33	0	64	3480
15900	Lilac St	Military Tr	9/8/2016	12:00 PM	1	0	1183	27	2	20	1369	0	0	0	0	0	0	29	0	32	2663
15900	Lilac St	Military Tr	9/21/2016	2:45 PM	6	0	1117	76	0	63	1189	0	0	0	0	0	0	113	0	136	2700
15900	Lilac St	Military Tr	9/8/2016	4:45 PM	5	0	1947	90	2	64	1655	0	0	0	0	0	0	38	0	32	3833
34150	Lillian Rd	Congress Ave	9/6/2018	7:30 AM	69	27	1555	0	18	0	1378	24	0	104	0	22	0	0	0	0	3197
34150	Lillian Rd	Congress Ave	9/6/2018	12:00 PM	33	53	1189	0	29	0	1074	38	0	36	0	25	0	0	0	0	2477
34150	Lillian Rd	Congress Ave	9/6/2018	4:45 PM	55	66	1421	0	18	0	1725	92	0	54	0	34	0	0	0	0	3465
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	8:15 AM	9	41	531	47	10	28	1067	54	0	94	31	69	0	129	40	29	2179
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	12:15 PM	16	41	749	46	11	41	697	85	0	90	42	41	0	107	53	38	2057
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	4:45 PM	14	76	959	75	8	32	783	116	0	98	40	44	1	101	64	52	2463
55161	Linton Bl	A1A	1/14/2019	7:45 AM	0	243	105	0	0	0	190	286	1	213	3	307	0	0	0	2	1350
55161	Linton Bl	A1A	1/14/2019	12:15 PM	0	450	155	1	0	1	167	372	5	434	4	476	0	0	7	2	2074
55161	Linton Bl	A1A	1/14/2019	4:30 PM	0	385	245	0	0	0	200	332	4	348	3	365	0	2	4	6	1894
55161	Linton Bl	A1A	11/1/2017	7:45 AM	0	218	121	2	0	1	198	268	0	233	4	345	0	1	0	1	1392
55161	Linton Bl	A1A	11/1/2017	12:15 PM	0	351	164	1	0	2	137	304	2	341	4	354	0	0	12	3	1675
55161	Linton Bl	A1A	11/1/2017	4:30 PM	0	351	272	0	0	7	196	325	2	294	1	311	0	2	4	5	1770
55100	Linton Bl	Congress Ave	2/18/2020	8:00 AM	6	84	304	249	3	310	971	185	5	225	1327	337	4	489	1068	265	5832
55100	Linton Bl	Congress Ave	2/18/2020	12:00 PM	16	166	348	405	10	306	356	159	6	184	1020	88	9	298	1174	345	4890
55100	Linton Bl	Congress Ave	2/18/2020	4:45 PM	10	446	1004	576	15	332	437	288	5	329	1331	107	14	259	1274	316	6743
55100	Linton Bl	Congress Ave	2/26/2018	8:00 AM	8	79	308	250	4	265	857	137	8	215	1306	366	5	373	1015	276	5472
55100	Linton Bl	Congress Ave	2/26/2018	12:00 PM	8	122	357	277	11	294	357	184	4	183	1189	101	6	281	1060	284	4718
55100	Linton Bl	Congress Ave	2/26/2018	4:45 PM	16	298	993	548	20	348	438	252	12	301	1357	109	8	213	936	228	6077
55100	Linton Bl	Congress Ave	4/7/2015	8:00 AM	2	54	231	185	3	269	1203	126	11	169	1113	279	0	428	966	172	5211
55100	Linton Bl	Congress Ave	4/7/2015	4:45 PM	32	245	791	360	16	318	516	151	0	226	1097	83	0	238	1102	145	5320
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	7:45 AM	0	53	2	47	0	7	6	19	0	7	1175	223	1	98	1018	1	2657
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	12:00 PM	0	160	7	110	0	13	6	24	0	22	931	99	4	79	952	23	2430
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	4:30 PM	0	193	11	89	0	10	2	15	1	31	907	50	1	34	1044	19	2407
55074	Linton Bl	Delray Hospital/Las Ve	11/7/2017	7:30 AM	0	63	3	56	0	17	4	26	1	6	1194	167	3	59	1018	8	2625
55074	Linton Bl	Delray Hospital/Las Ve	11/7/2017	12:00 PM	0	160	5	85	0	17	1	14	0	20	917	85	5	70	789	17	2185

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
27682	Okeechobee Bl	Wildcat Way	11/12/2015	7:00 AM	0	180	0	205	0	8	3	0	2	2	2516	178	1	78	1219	6	4398
27682	Okeechobee Bl	Wildcat Way	11/12/2015	5:00 PM	0	38	1	101	0	14	1	0	2	1	1416	79	2	190	2463	17	4325
28315	Okeechobee Rd	Australian Ave	11/14/2015	7:30 AM	0	220	1743	80	0	34	702	60	0	71	8	132	0	22	2	27	3101
28315	Okeechobee Rd	Australian Ave	11/14/2015	4:45 PM	5	59	914	25	5	15	1898	49	0	52	3	158	0	52	7	62	3304
45600	Old Boynton Rd	Congress Ave	3/14/2019	7:45 AM	1	86	640	77	3	91	1355	101	0	121	238	146	0	106	188	110	3263
45600	Old Boynton Rd	Congress Ave	3/14/2019	12:30 PM	56	195	1080	130	19	133	1062	183	0	273	296	195	0	221	358	192	4393
45600	Old Boynton Rd	Congress Ave	3/14/2019	4:45 PM	48	203	1489	152	23	116	1122	202	0	254	364	192	0	180	563	271	5179
45600	Old Boynton Rd	Congress Ave	3/14/2016	7:45 AM	1	39	492	41	3	94	967	77	0	121	231	152	0	86	192	82	2578
45600	Old Boynton Rd	Congress Ave	3/14/2016	12:30 PM	35	169	1089	93	20	136	996	192	0	234	285	203	0	176	403	183	4214
45600	Old Boynton Rd	Congress Ave	3/14/2016	4:45 PM	14	212	1431	117	15	147	906	164	0	241	340	175	0	170	476	228	4636
45600	Old Boynton Rd	Congress Ave	1/29/2015	7:30 AM	0	78	573	34	4	89	1037	106	0	122	316	168	0	95	167	95	2884
45600	Old Boynton Rd	Congress Ave	1/29/2015	4:45 PM	22	209	1425	123	5	130	892	166	0	323	427	146	0	144	449	224	4885
46094	Old Boynton Rd	Lawrence Rd	2/13/2019	7:45 AM	0	21	183	34	0	197	534	36	0	60	305	29	0	18	209	53	1679
46094	Old Boynton Rd	Lawrence Rd	2/13/2019	12:30 PM	1	22	201	47	0	118	227	38	0	67	413	33	2	54	501	149	1873
46094	Old Boynton Rd	Lawrence Rd	2/13/2019	5:00 PM	0	51	630	73	0	177	296	53	0	123	438	37	0	69	618	281	2846
46094	Old Boynton Rd	Lawrence Rd	11/16/2016	7:45 AM	0	25	173	45	0	205	569	97	0	81	352	48	0	39	200	85	1919
46094	Old Boynton Rd	Lawrence Rd	11/16/2016	12:30 PM	0	33	221	88	0	162	235	76	0	59	471	49	0	67	413	196	2070
46094	Old Boynton Rd	Lawrence Rd	11/16/2016	5:00 PM	0	72	504	109	0	182	294	96	0	135	470	44	0	97	590	319	2912
45590	Old Boynton Rd	Military Tr	3/27/2019	7:30 AM	2	3	768	183	0	171	2059	8	0	18	11	34	0	165	1	111	3534
45590	Old Boynton Rd	Military Tr	3/27/2019	12:45 PM	17	9	882	239	0	180	838	12	0	18	32	26	0	244	15	240	2752
45590	Old Boynton Rd	Military Tr	3/27/2019	5:00 PM	11	6	1676	300	0	253	974	18	0	21	32	37	0	274	21	312	3935
45590	Old Boynton Rd	Military Tr	11/2/2016	7:30 AM	3	0	753	154	0	174	2175	16	0	19	15	40	0	170	3	95	3617
45590	Old Boynton Rd	Military Tr	11/2/2016	12:45 PM	10	8	924	222	1	199	805	15	0	13	27	40	0	267	13	201	2745
45590	Old Boynton Rd	Military Tr	11/2/2016	5:00 PM	6	8	1747	302	1	248	1107	29	0	22	15	20	0	323	5	301	4134
45610	Old Boynton Rd	Renaissance Common	4/12/2017	12:15 PM	0	5	0	9	0	137	1	82	0	69	375	2	2	3	422	167	1274
45610	Old Boynton Rd	Renaissance Common	4/12/2017	5:00 PM	0	8	1	3	0	161	3	99	0	112	412	4	0	8	699	271	1781
45610	Old Boynton Rd	Renaissance Common	3/30/2016	7:30 AM	0	2	1	6	0	164	0	65	0	30	325	3	0	1	242	70	909
45610	Old Boynton Rd	Renaissance Common	3/30/2016	12:00 PM	0	4	1	4	0	120	0	59	0	63	375	2	0	2	445	115	1190
45610	Old Boynton Rd	Renaissance Common	3/30/2016	5:00 PM	0	6	0	4	2	119	5	92	0	111	369	3	0	11	605	237	1564
45596	Old Boynton Rd	Winchester Dr/BB Mall	4/1/2019	7:45 AM	0	25	17	46	0	2	5	8	1	28	508	63	0	34	275	4	1016
45596	Old Boynton Rd	Winchester Dr/BB Mall	4/1/2019	1:00 PM	11	144	79	159	0	35	70	41	1	87	526	103	1	142	520	57	1976
45596	Old Boynton Rd	Winchester Dr/BB Mall	4/1/2019	5:00 PM	5	198	68	152	1	43	46	62	2	77	592	90	1	110	717	63	2227
45596	Old Boynton Rd	Winchester Dr/BB Mall	11/16/2016	7:45 AM	0	30	21	53	0	1	8	8	1	23	439	53	0	45	267	5	954
45596	Old Boynton Rd	Winchester Dr/BB Mall	11/16/2016	1:00 PM	2	170	111	110	0	73	87	31	0	70	555	62	0	114	511	45	1941
45596	Old Boynton Rd	Winchester Dr/BB Mall	11/16/2016	5:00 PM	1	174	97	133	0	85	71	26	0	106	642	59	1	80	693	66	2234
55165	Old Germantown Rd	Congress Ave	10/8/2019	8:00 AM	0	26	367	2	2	58	1451	82	0	124	0	168	0	0	0	2	2282

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
55165	Old Germantown Rd	Congress Ave	10/8/2019	12:00 PM	6	65	635	1	0	27	489	78	0	87	1	54	0	2	0	19	1464
55165	Old Germantown Rd	Congress Ave	10/8/2019	5:00 PM	7	171	1276	2	1	4	414	117	0	93	1	48	0	0	0	30	2164
55165	Old Germantown Rd	Congress Ave	11/9/2015	8:00 AM	0	31	343	3	3	67	1171	86	0	133	8	228	0	1	1	5	2080
55165	Old Germantown Rd	Congress Ave	11/9/2015	5:00 PM	11	176	970	1	2	5	525	125	0	103	0	62	0	9	1	45	2035
31210	Old Hammock Way/Isia V	SR 7	2/3/2021	7:30 AM	26	29	2028	11	5	10	1682	81	0	89	2	74	0	23	1	9	4070
31210	Old Hammock Way/Isia V	SR 7	2/3/2021	12:00 PM	78	36	1919	76	13	135	1200	24	0	45	5	53	0	201	9	113	3907
31210	Old Hammock Way/Isia V	SR 7	2/3/2021	4:45 PM	53	75	2718	97	13	104	1687	36	0	63	2	57	0	275	18	132	5330
31210	Old Hammock Way/Isia V	SR 7	10/17/2017	7:30 AM	15	56	2075	13	5	28	2482	36	0	101	0	103	1	45	1	6	4967
31210	Old Hammock Way/Isia V	SR 7	10/17/2017	12:00 PM	8	146	2094	59	44	36	1866	63	1	181	9	114	0	36	7	23	4687
31210	Old Hammock Way/Isia V	SR 7	10/17/2017	4:45 PM	36	94	2491	81	19	134	2583	68	0	58	10	50	0	265	9	93	5991
31210	Old Hammock Way/Isia V	SR 7	2/8/2016	7:30 AM	10	76	1926	23	4	11	2217	44	0	83	0	127	0	7	0	6	4534
31210	Old Hammock Way/Isia V	SR 7	2/11/2016	12:00 PM	61	57	1878	105	16	163	1700	60	0	66	3	42	0	181	5	139	4476
31210	Old Hammock Way/Isia V	SR 7	2/8/2016	4:45 PM	50	94	2298	72	16	185	1895	78	0	57	5	55	1	243	6	123	5178
28310	Old Okeechobee Rd	Florida Mango Rd	6/19/2019	7:45 AM	0	202	6	37	0	2	5	4	0	5	161	230	0	24	144	12	832
28310	Old Okeechobee Rd	Florida Mango Rd	6/19/2019	1:00 PM	0	245	8	34	0	4	10	13	0	10	121	203	0	37	115	11	811
32700	Olive Tree Bl/Maplewood	Jog Rd	5/14/2019	7:15 AM	30	12	2712	7	31	19	1651	63	0	197	0	40	0	26	0	41	4829
32700	Olive Tree Bl/Maplewood	Jog Rd	5/14/2019	12:30 PM	7	36	1418	18	4	6	1041	33	0	51	1	22	1	15	0	10	2663
32700	Olive Tree Bl/Maplewood	Jog Rd	5/14/2019	5:00 PM	28	28	2161	28	21	36	2074	135	0	79	1	24	0	19	0	14	4648
32700	Olive Tree Bl/Maplewood	Jog Rd	11/2/2015	7:15 AM	24	14	1923	12	32	13	1581	66	0	280	3	24	0	31	0	32	4035
32700	Olive Tree Bl/Maplewood	Jog Rd	11/2/2015	5:00 PM	15	41	1551	23	18	32	2040	120	0	67	1	18	0	18	0	15	3959
62490	Olympic Heights HS	Lyons Rd	4/19/2016	6:45 AM	0	204	688	0	105	0	889	190	0	92	0	144	0	0	0	0	2312
62490	Olympic Heights HS	Lyons Rd	4/19/2016	2:30 PM	6	67	1054	0	60	0	1165	43	0	155	2	199	0	0	0	0	2751
20345	Orange Bl	140th Ave N	9/10/2019	7:00 AM	0	129	24	3	0	58	40	71	0	95	335	72	0	3	138	16	984
20345	Orange Bl	140th Ave N	9/10/2019	1:45 PM	0	62	11	5	0	22	9	38	0	40	203	42	0	4	202	21	659
20345	Orange Bl	140th Ave N	9/10/2019	5:00 PM	0	122	39	6	1	57	67	80	0	34	294	84	0	8	375	21	1188
20345	Orange Bl	140th Ave N	4/4/2017	7:00 AM	0	61	17	5	0	85	43	70	0	83	348	89	0	3	141	17	962
20345	Orange Bl	140th Ave N	4/4/2017	12:00 PM	0	25	10	0	0	27	14	21	0	27	194	35	0	3	183	30	569
20345	Orange Bl	140th Ave N	4/4/2017	5:00 PM	0	82	23	2	0	45	18	65	0	41	249	56	0	3	369	24	977
20345	Orange Bl	140th Ave N	2/18/2015	7:00 AM	0	77	20	7	0	43	35	54	0	87	299	52	0	4	143	12	833
20345	Orange Bl	140th Ave N	2/18/2015	5:00 PM	0	89	30	7	0	33	59	61	0	40	268	114	0	10	314	38	1063
20350	Orange Bl	Coconut Bl	2/11/2020	7:00 AM	0	18	243	1	0	383	53	42	0	107	310	9	5	0	134	402	1707
20350	Orange Bl	Coconut Bl	2/11/2020	5:00 PM	0	19	48	4	0	374	198	70	0	66	252	21	0	3	333	371	1759
20350	Orange Bl	Coconut Bl	4/12/2018	7:00 AM	0	14	220	0	0	387	58	50	0	112	292	9	0	1	124	453	1720
20350	Orange Bl	Coconut Bl	4/12/2018	5:00 PM	0	21	61	7	0	347	100	70	0	65	236	24	0	3	328	384	1646
20350	Orange Bl	Coconut Bl	5/10/2017	7:00 AM	0	15	222	5	0	304	44	45	0	127	331	33	0	0	126	457	1709
20350	Orange Bl	Coconut Bl	4/5/2017	7:00 AM	0	19	236	1	0	298	62	49	0	167	345	24	0	0	125	464	1790

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
55161	Linton Bl	A1A	1/14/2019	4:30 PM	0	385	245	0	0	0	200	332	4	348	3	365	0	2	4	6	1894
55161	Linton Bl	A1A	11/1/2017	7:45 AM	0	218	121	2	0	1	198	268	0	233	4	345	0	1	0	1	1392
55161	Linton Bl	A1A	11/1/2017	12:15 PM	0	351	164	1	0	2	137	304	2	341	4	354	0	0	12	3	1675
55161	Linton Bl	A1A	11/1/2017	4:30 PM	0	351	272	0	0	7	196	325	2	294	1	311	0	2	4	5	1770
55100	Linton Bl	Congress Ave	2/18/2020	8:00 AM	6	84	304	249	3	310	971	185	5	225	1327	337	4	489	1068	265	5832
55100	Linton Bl	Congress Ave	2/18/2020	12:00 PM	16	166	348	405	10	306	356	159	6	184	1020	88	9	298	1174	345	4890
55100	Linton Bl	Congress Ave	2/18/2020	4:45 PM	10	446	1004	576	15	332	437	288	5	329	1331	107	14	259	1274	316	6743
55100	Linton Bl	Congress Ave	2/26/2018	8:00 AM	8	79	308	250	4	265	857	137	8	215	1306	366	5	373	1015	276	5472
55100	Linton Bl	Congress Ave	2/26/2018	12:00 PM	8	122	357	277	11	294	357	184	4	183	1189	101	6	281	1060	284	4718
55100	Linton Bl	Congress Ave	2/26/2018	4:45 PM	16	298	993	548	20	348	438	252	12	301	1357	109	8	213	936	228	6077
55100	Linton Bl	Congress Ave	4/7/2015	8:00 AM	2	54	231	185	3	269	1203	126	11	169	1113	279	0	428	966	172	5211
55100	Linton Bl	Congress Ave	4/7/2015	4:45 PM	32	245	791	360	16	318	516	151	0	226	1097	83	0	238	1102	145	5320
55074	Linton Bl	Delray Hospital/Las Ver	4/23/2018	7:45 AM	0	53	2	47	0	7	6	19	0	7	1175	223	1	98	1018	1	2657
55074	Linton Bl	Delray Hospital/Las Ver	4/23/2018	12:00 PM	0	160	7	110	0	13	6	24	0	22	931	99	4	79	952	23	2430
55074	Linton Bl	Delray Hospital/Las Ver	4/23/2018	4:30 PM	0	193	11	89	0	10	2	15	1	31	907	50	1	34	1044	19	2407
55074	Linton Bl	Delray Hospital/Las Ver	11/7/2017	7:30 AM	0	63	3	56	0	17	4	26	1	6	1194	167	3	59	1018	8	2625
55074	Linton Bl	Delray Hospital/Las Ver	11/7/2017	12:00 PM	0	160	5	85	0	17	1	14	0	20	917	85	5	70	789	17	2185
55074	Linton Bl	Delray Hospital/Las Ver	11/7/2017	4:30 PM	0	228	9	101	0	12	3	11	0	16	1006	54	0	46	1007	15	2508
55090	Linton Bl	Homewood Bl	11/13/2017	7:30 AM	0	13	16	37	0	193	66	107	2	22	1477	49	1	29	1185	49	3246
55090	Linton Bl	Homewood Bl	11/13/2017	12:00 PM	0	27	17	35	1	94	27	68	0	45	1104	27	6	41	1038	91	2621
55090	Linton Bl	Homewood Bl	11/13/2017	4:30 PM	0	34	44	35	1	86	29	67	3	118	1490	15	2	20	1286	145	3375
55125	Linton Bl	I 95 East	11/4/2020	7:45 AM	0	467	0	844	0	0	0	0	2	381	1705	0	0	0	1236	611	5246
55125	Linton Bl	I 95 East	11/4/2020	12:15 PM	0	364	0	658	0	0	0	0	2	326	1512	0	7	0	1478	587	4934
55125	Linton Bl	I 95 East	11/4/2020	4:45 PM	0	422	0	798	0	0	0	0	1	587	1451	0	0	0	1654	1270	6183
55125	Linton Bl	I 95 East	2/22/2018	7:45 AM	0	451	0	672	0	0	0	0	0	565	1778	0	0	0	1552	549	5567
55125	Linton Bl	I 95 East	2/22/2018	12:15 PM	0	346	0	618	0	0	0	0	0	318	1694	0	0	0	1742	490	5208
55125	Linton Bl	I 95 East	2/22/2018	4:45 PM	0	388	0	473	0	0	0	0	0	798	1933	0	0	0	1841	926	6359
55125	Linton Bl	I 95 East	3/29/2016	7:45 AM	1	433	0	593	0	0	0	0	1	438	1689	0	0	0	1020	556	4731
55125	Linton Bl	I 95 East	3/29/2016	12:00 PM	0	468	0	784	0	0	0	0	0	285	1764	0	9	0	1473	635	5418
55125	Linton Bl	I 95 East	3/29/2016	4:30 PM	0	245	0	490	0	0	0	0	0	512	1543	0	0	0	1710	808	5308
55125	Linton Bl	I 95 West	11/4/2020	7:45 AM	0	0	0	0	0	814	0	659	0	0	1059	390	0	400	1008	0	4330
55125	Linton Bl	I 95 West	11/4/2020	12:15 PM	0	0	0	0	0	381	0	267	1	0	1177	300	0	343	1153	0	3622
55125	Linton Bl	I 95 West	11/4/2020	4:45 PM	0	0	0	0	0	564	0	343	0	0	1284	366	0	554	1254	0	4365
55125	Linton Bl	I 95 West	2/22/2018	7:45 AM	0	0	0	0	0	975	0	735	0	0	1567	541	0	548	1058	0	5424
55125	Linton Bl	I 95 West	2/22/2018	12:15 PM	0	0	0	0	0	611	0	330	0	0	1763	457	5	550	1308	0	5024
55125	Linton Bl	I 95 West	2/22/2018	4:45 PM	0	0	0	0	0	638	0	403	0	0	1872	359	4	422	1426	0	5124

APPENDIX H

SYNCHRO Analyses

Volume

3: Germantown Road/Driveway & S Congress Avenue

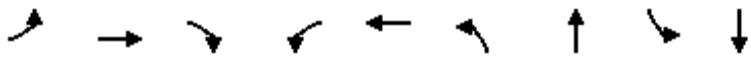
04/06/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	128	0	173	22	0	47	27	594	11	74	1779	84
Future Volume (vph)	128	0	173	22	0	47	27	594	11	74	1779	84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	139	0	188	24	0	51	29	646	12	80	1934	91
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	69	70	188	24	51	0	29	658	0	80	2025	0
Intersection Summary												

Timings

3: Germantown Road/Driveway & S Congress Avenue

04/06/2022

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	128	0	173	22	0	27	594	74	1779
Future Volume (vph)	128	0	173	22	0	27	594	74	1779
Turn Type	Prot	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4			8	5	2	1	6
Permitted Phases			4	8		2		6	
Detector Phase	7	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	25.0	25.0	12.0	22.5	12.0	22.5
Total Split (s)	41.0	82.0	82.0	41.0	41.0	20.0	58.0	20.0	58.0
Total Split (%)	25.6%	51.3%	51.3%	25.6%	25.6%	12.5%	36.3%	12.5%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	3.5	5.0	3.5
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	4.5	7.0	4.5
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	25.7	25.7	76.0	45.8	45.8	61.3	56.8	68.8	64.7
Actuated g/C Ratio	0.16	0.16	0.48	0.29	0.29	0.38	0.36	0.43	0.40
v/c Ratio	0.26	0.26	0.22	0.06	0.07	0.24	0.37	0.27	0.99
Control Delay	70.2	70.2	3.5	36.1	0.2	30.4	39.1	28.4	64.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	70.2	3.5	36.1	0.2	30.4	39.1	28.4	64.2
LOS	E	E	A	D	A	C	D	C	E
Approach Delay		31.8			11.7		38.8		62.8
Approach LOS		C			B		D		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 54.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 53.3

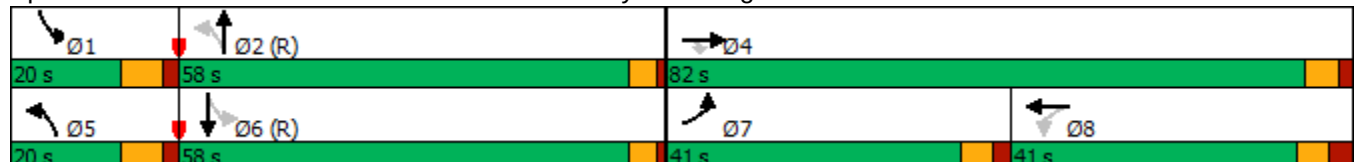
Intersection LOS: D

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

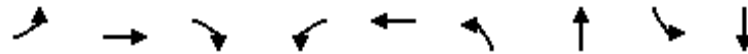
Splits and Phases: 3: Germantown Road/Driveway & S Congress Avenue



Queues

3: Germantown Road/Driveway & S Congress Avenue

04/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	70	188	24	51	29	658	80	2025
v/c Ratio	0.26	0.26	0.22	0.06	0.07	0.24	0.37	0.27	0.99
Control Delay	70.2	70.2	3.5	36.1	0.2	30.4	39.1	28.4	64.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	70.2	3.5	36.1	0.2	30.4	39.1	28.4	64.2
Queue Length 50th (ft)	74	75	0	16	0	17	186	48	~859
Queue Length 95th (ft)	130	131	44	41	0	38	231	84	#973
Internal Link Dist (ft)		642			310		535		460
Turn Bay Length (ft)	70		70			180		120	
Base Capacity (vph)	453	270	850	424	746	189	1800	330	2043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.26	0.22	0.06	0.07	0.15	0.37	0.24	0.99

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Volume

7: S Congress Avenue & Driveway

04/06/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	36	0	18	7	0	20	6	740	23	68	1914	20
Future Volume (vph)	36	0	18	7	0	20	6	740	23	68	1914	20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	39	0	20	8	0	22	7	804	25	74	2080	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	20	0	0	30	0	7	829	0	74	2102	0
Intersection Summary												

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱			↰	↱	↰	↱		↰	↱	
Traffic Vol, veh/h	36	0	18	7	0	20	6	740	23	68	1914	20
Future Vol, veh/h	36	0	18	7	0	20	6	740	23	68	1914	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	120	-	-	140	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	20	8	0	22	7	804	25	74	2080	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow	All2575	3082	1051	1811	3081	415	2102	0	0	829	0	0
Stage 1	2239	2239	-	831	831	-	-	-	-	-	-	-
Stage 2	336	843	-	980	2250	-	-	-	-	-	-	-
Critical Hdwy	5.5	5.5	5.5	5.5	5.5	5.5	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	54	29	310	133	29	605	111	-	-	473	-	-
Stage 1	~ 26	78	-	261	383	-	-	-	-	-	-	-
Stage 2	597	378	-	242	77	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	23	310	105	23	605	111	-	-	473	-	-
Mov Cap-2 Maneuver	44	23	-	105	23	-	-	-	-	-	-	-
Stage 1	~ 24	66	-	245	359	-	-	-	-	-	-	-
Stage 2	539	354	-	191	65	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		19.9		0.3		0.5	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	111	-	-	44	310	271	473	-	-
HCM Lane V/C Ratio	0.059	-	-	0.889	0.063	0.108	0.156	-	-
HCM Control Delay (s)	39.4	-	-	244.6	17.4	19.9	14	-	-
HCM Lane LOS	E	-	-	F	C	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.5	0.2	0.4	0.6	-	-

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Volume

3: Germantown Road/Driveway & S Congress Avenue

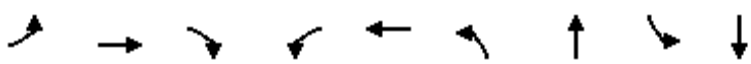
04/06/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	96	1	49	14	0	61	183	1955	22	54	1038	121
Future Volume (vph)	96	1	49	14	0	61	183	1955	22	54	1038	121
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	104	1	53	15	0	66	199	2125	24	59	1128	132
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	52	53	53	15	66	0	199	2149	0	59	1260	0
Intersection Summary												

Timings

3: Germantown Road/Driveway & S Congress Avenue

04/06/2022

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	96	1	49	14	0	183	1955	54	1038
Future Volume (vph)	96	1	49	14	0	183	1955	54	1038
Turn Type	Prot	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4			8	5	2	1	6
Permitted Phases			4	8		2		6	
Detector Phase	7	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	25.0	25.0	12.0	22.5	12.0	22.5
Total Split (s)	41.0	82.0	82.0	41.0	41.0	20.0	58.0	20.0	58.0
Total Split (%)	25.6%	51.3%	51.3%	25.6%	25.6%	12.5%	36.3%	12.5%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	3.5	5.0	3.5
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	4.5	7.0	4.5
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	10.3	9.1	76.0	61.1	61.1	68.5	60.6	59.6	53.5
Actuated g/C Ratio	0.06	0.06	0.48	0.38	0.38	0.43	0.38	0.37	0.33
v/c Ratio	0.48	0.56	0.07	0.03	0.08	1.05	1.12	0.42	0.75
Control Delay	85.9	92.8	4.6	34.4	0.2	121.5	105.9	35.8	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	92.8	4.6	34.4	0.2	121.5	105.9	35.8	50.1
LOS	F	F	A	C	A	F	F	D	D
Approach Delay		60.9			6.5		107.2		49.5
Approach LOS		E			A		F		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 54.5 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 83.8

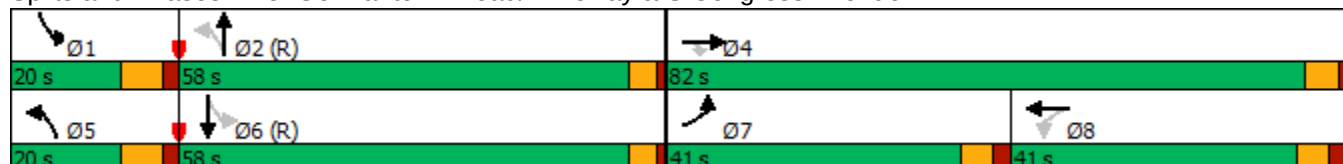
Intersection LOS: F

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

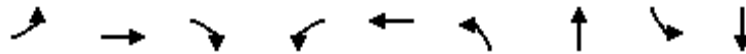
Splits and Phases: 3: Germantown Road/Driveway & S Congress Avenue



Queues

3: Germantown Road/Driveway & S Congress Avenue

04/06/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	53	53	15	66	199	2149	59	1260
v/c Ratio	0.48	0.56	0.07	0.03	0.08	1.05	1.12	0.42	0.75
Control Delay	85.9	92.8	4.6	34.4	0.2	121.5	105.9	35.8	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	92.8	4.6	34.4	0.2	121.5	105.9	35.8	50.1
Queue Length 50th (ft)	56	57	0	10	0	~175	~978	35	425
Queue Length 95th (ft)	105	107	23	29	0	#353	#1101	66	483
Internal Link Dist (ft)		642			310		535		460
Turn Bay Length (ft)	70		70			180		120	
Base Capacity (vph)	367	95	782	512	817	189	1921	189	1682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.56	0.07	0.03	0.08	1.05	1.12	0.31	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Volume

7: S Congress Avenue & Driveway

04/06/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	35	0	20	36	0	87	28	2078	5	18	1155	54
Future Volume (vph)	35	0	20	36	0	87	28	2078	5	18	1155	54
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	0	22	39	0	95	30	2259	5	20	1255	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	22	0	0	134	0	30	2264	0	20	1314	0
Intersection Summary												

Intersection

Int Delay, s/veh 19.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	0	20	36	0	87	28	2078	5	18	1155	54
Future Vol, veh/h	35	0	20	36	0	87	28	2078	5	18	1155	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	120	-	-	140	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	22	39	0	95	30	2259	5	20	1255	59

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow	All2515 3649	657 2990 3676 1132 1314	0	0 2264 0 0
Stage 1	1325 1325	- 2322 2322	- -	- - - -
Stage 2	1190 2324	- 668 1354	- -	- - - -
Critical Hdwy	5.5 5.5	5.5 5.5 5.5 5.5 4.14	- -	4.14 - -
Critical Hdwy Stg 1	6.54 5.54	- 6.54 5.54	- -	- - - -
Critical Hdwy Stg 2	6.54 5.54	- 6.54 5.54	- -	- - - -
Follow-up Hdwy	3.52 4.02	3.32 3.52 4.02 3.32 2.22	- -	2.22 - -
Pot Cap-1 Maneuver	59 14	530 ~ 33 14 310 522	- -	223 - -
Stage 1	164 223	- ~ 38 70	- -	- - - -
Stage 2	199 70	- 414 216	- -	- - - -
Platoon blocked, %			- -	- -
Mov Cap-1 Maneuver	37 12	530 ~ 28 12 310 522	- -	223 - -
Mov Cap-2 Maneuver	37 12	- ~ 28 12	- -	- - - -
Stage 1	155 203	- ~ 36 66	- -	- - - -
Stage 2	130 66	- 361 197	- -	- - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s	208.6	\$ 449.2	0.2	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	522	-	-	37	530	79	223	-	-
HCM Lane V/C Ratio	0.058	-	-	1.028	0.041	1.692	0.088	-	-
HCM Control Delay (s)	12.3	-	-	\$ 320.9	12.3	\$ 449.2	22.7	-	-
HCM Lane LOS	B	-	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.8	0.1	11.3	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

APPENDIX I

Throat Length Waiver

Joaquin@traftech.biz

From: Bogdan Piorkowski <BPiorkow@pbcgov.org>
Sent: Thursday, July 8, 2021 3:32 PM
To: Joaquin@traftech.biz
Cc: Motasem Al-Turk; Quazi Bari; Hanane Akif
Subject: FW: Delray Central - Waiver Request Letter
Attachments: Delray Central - Waiver Request Letter for Throat Dimension.pdf

Good Afternoon Joaquin,

Traffic Division reviewed your waiver request to reduce the required throat distance at the signalized driveway across Old Germantown Rd.

Per Palm Beach County Land Development Standards and provided by you traffic volumes the required throat distance should be 50'. However, as stated in your request, due to the proposed building location you will be able to provide 38' throat with 2 exit lanes.

The review of traffic signal queuing analysis supports your request.

Therefore, your request to reduce throat distance has been approved.

Please proceed with the application for TPS approval.

Please let me know if you have additional questions.

Bogdan Piorkowski, Senior Professional Engineer
Traffic Division – PBC Engineering & Public Works
2300 N Jog Rd, 3rd Floor
West Palm Beach, FL 33411
Phone (561) 684-4030
Email: BPiorkow@pbcgov.org

From: Joaquin@traftech.biz <joaquin@traftech.biz>
Sent: Wednesday, June 30, 2021 4:20 PM
To: Bogdan Piorkowski <BPiorkow@pbcgov.org>
Subject: Delray Central - Waiver Request Letter

***** Note: This email was sent from a source external to Palm Beach County. Links or attachments should not be accessed unless expected from a trusted source. *****

Bogdan,

I will call you to discuss.

Joaquin

Joaquin E. Vargas, P.E.

Traf Tech ENGINEERING

8400 N. University Drive, Suite 309

Tamarac, Florida 33321

Tel: (954) 582-0988

Fax: (954) 582-0989
Mobile: (954) 643-1671
joaquin@traftech.biz

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Waiver Request – Throat Dimension

June 30, 2021

Mr. Bogdan Piorkowski, P.E.
Senior Professional Engineer
Palm Beach County Traffic Division
2300 Jog Road
West Palm Beach, Florida 33411

Re: **Delray Central – Site Plan Review Comments and Waiver Request**

Dear Bogdan:

Attached A contains a copy of site plan comments provided by Palm Beach County Traffic in connection with the Delray Central project located on the east side of S Congress Avenue and south of Linton Road. Palm Beach County's recommendations regarding the elimination of parking spaces near the north access driveway were incorporated into the new site plan (refer to Figure 1 and Attachment B).

Regarding the comments at the main signalized driveway aligning with Germantown Road, we incorporated all comments except for the 100-foot throat dimension. We can only provide approximately 38 feet of throat dimension and therefore, we respectfully request that Palm Beach County Traffic Division grants a waiver associated with the 100-foot requirement. The following points are provided in support of the waiver request for your consideration:

- o The substandard throat dimension is an existing condition at the site. Due to the current location of the south office building and the footprint required for the residential/parking garage, additional throat dimension is not feasible.
- o Improvements are proposed at the main signalized driveway. There is currently one exit lane, and we are adding a second exit lane, as depicted in Figure 2.
- o As illustrated in the site plan contained in Attachment B, after the first drive aisle, the driveway becomes a one-way eastbound-only aisle (no westbound/exit lane is provided).

- o As illustrated in Figure 3, the existing conditions has parking spaces approximately 40 feet from the east right-of-way line of S Congress Avenue. The proposed conditions require approximately 90 feet prior to encountering the first parking space.
- o Attachment C shows the projected daily and peak hour turning movement volumes at the project driveway/Germantown Road.

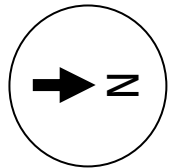
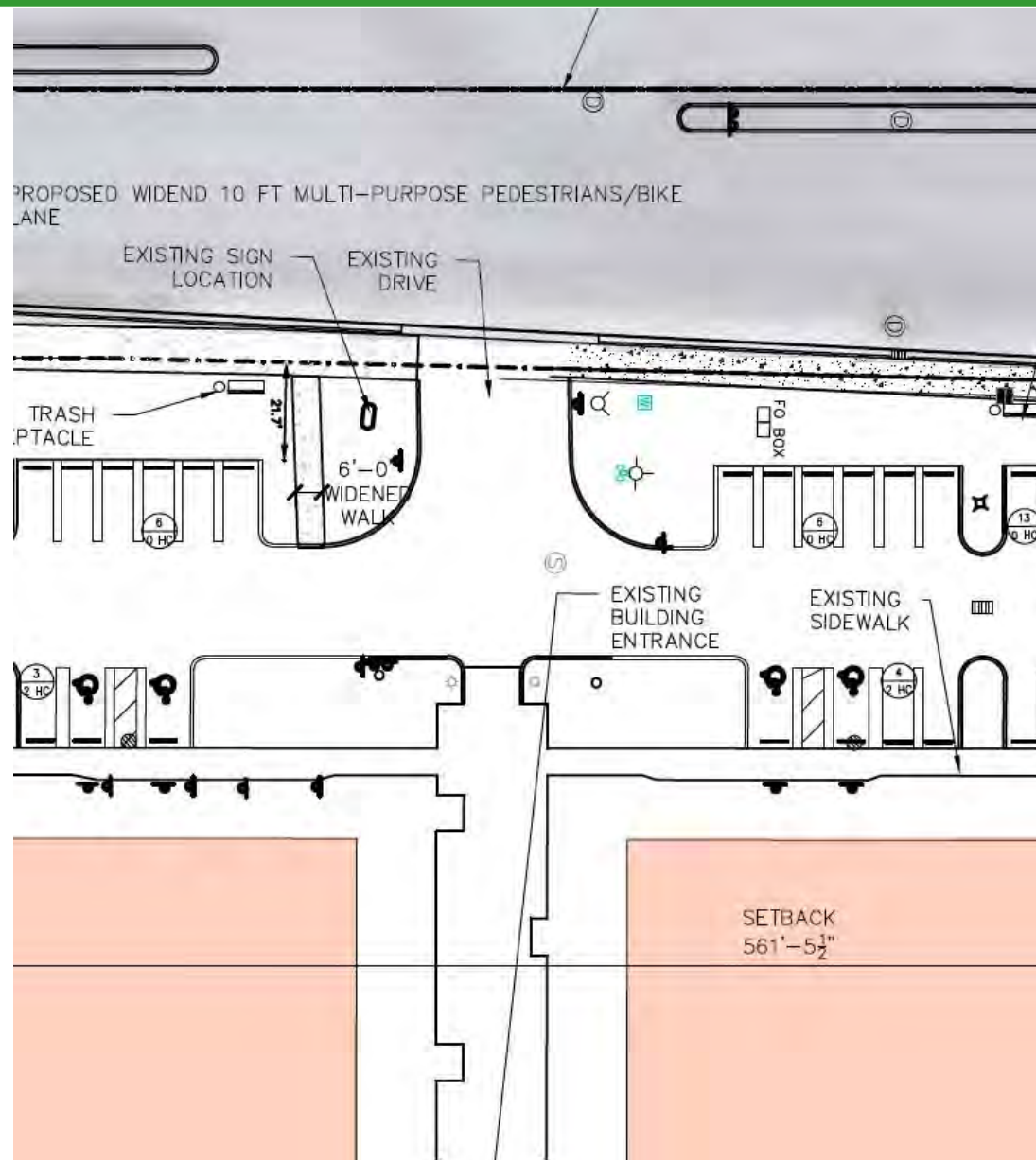
Finally, if acceptable to Palm Beach County Traffic Division, we could have a DO NOT BLOCK DRIVEWAY sign for the south parking aisle (for vehicles heading northbound that wish to turn left to access either the left-turn or shared through/right-turn exit lane of the subject driveway).

Please give me a call if you would like to discuss further or if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

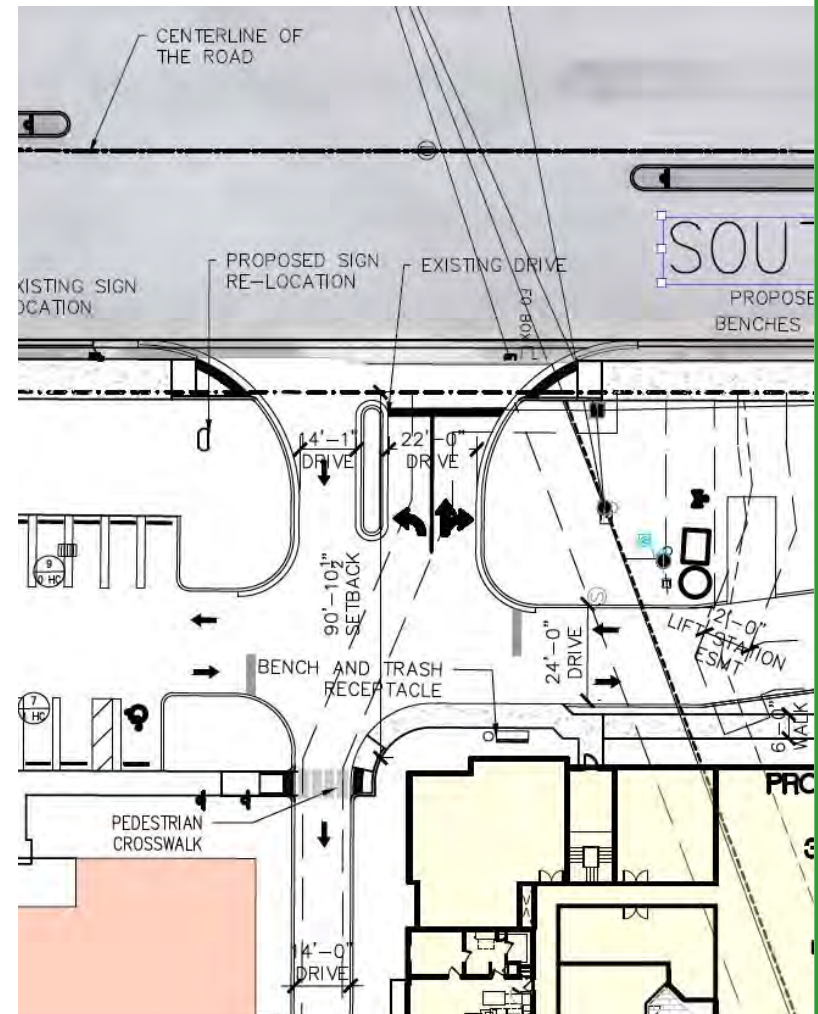
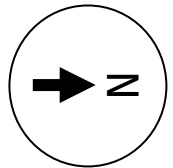
Joaquin E. Vargas, P.E.
Senior Transportation Engineer



Existing Conditions (One Exit Lane)



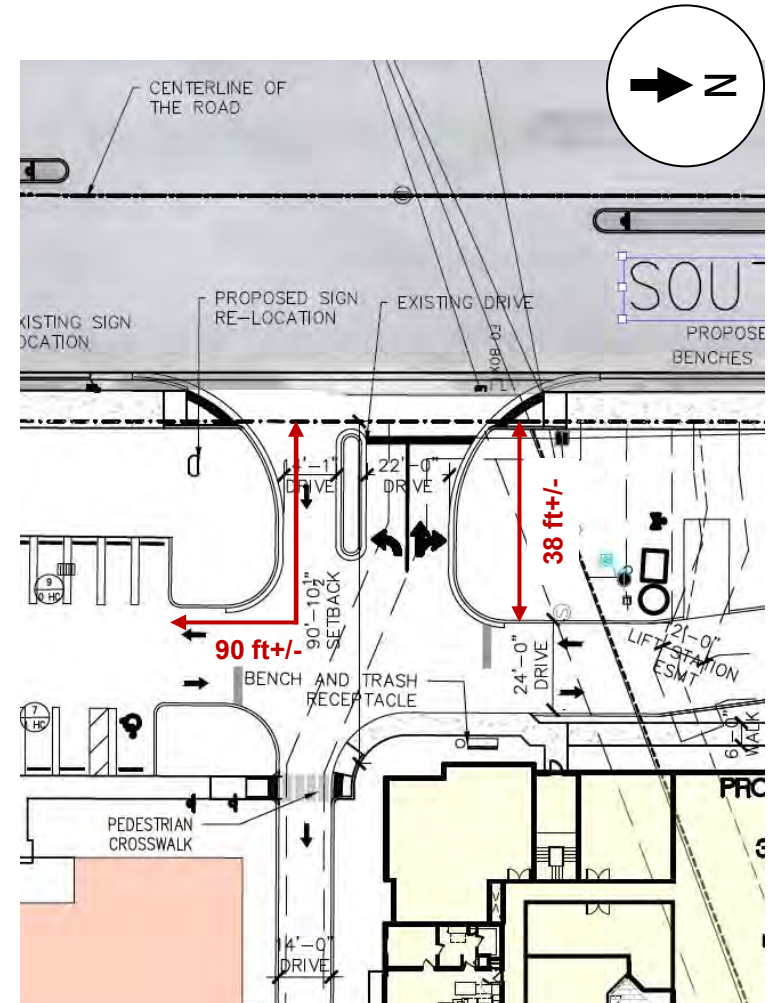
Proposed Conditions (Two Exit Lanes)



Existing Conditions
(40 feet +/- to first parking space)



Proposed Conditions
(90 feet +/- to first parking space)



ATTACHMENT A

Site Plan

Markup Comments by PBC

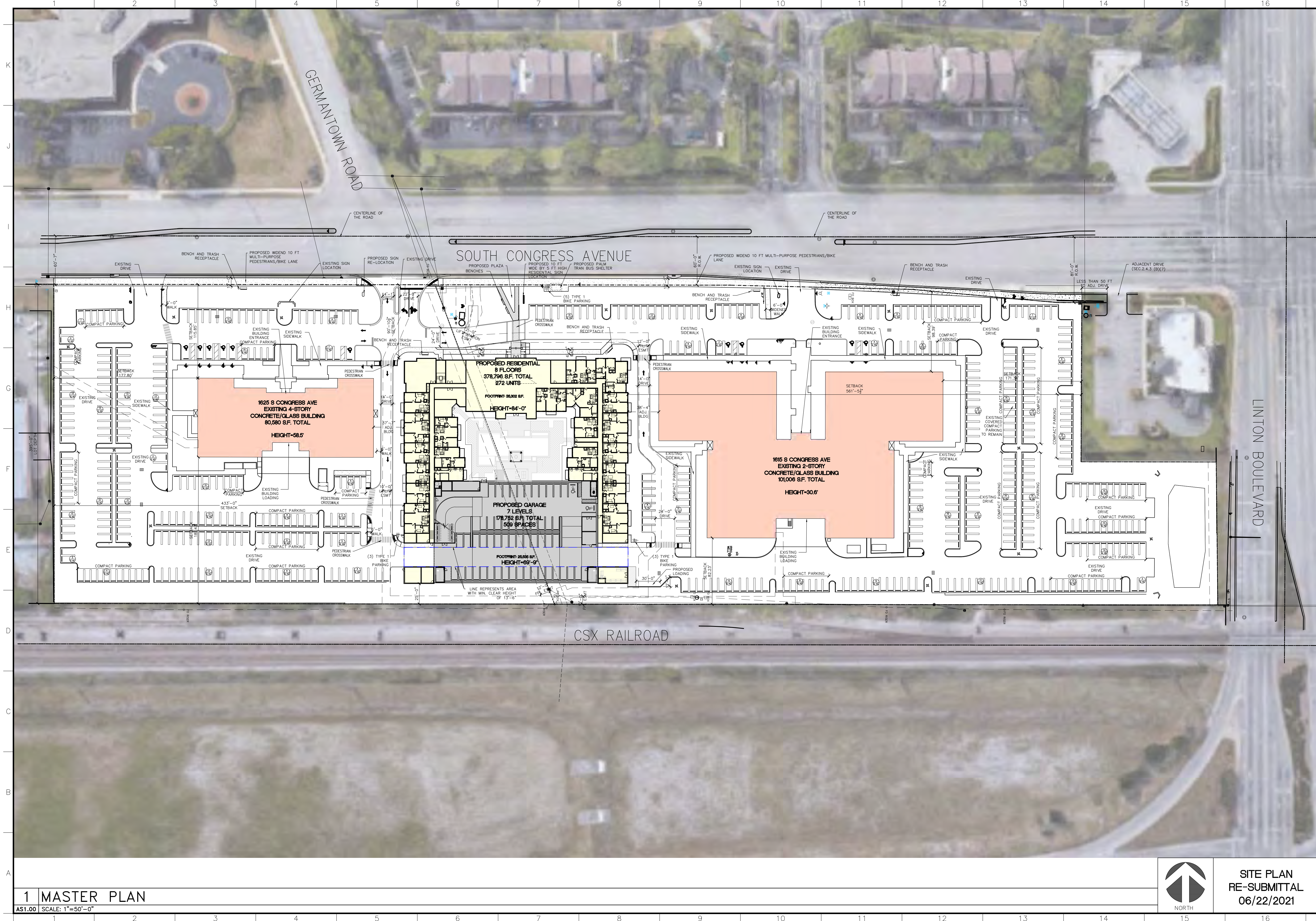
Remove parking spaces as marked

↑
provide radii
for this
driveway
(not existing
floors).

Need 100' + throat length measured from Congress R/W line.

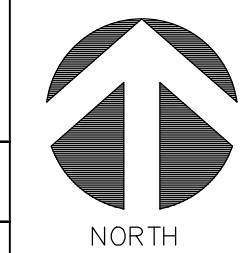
ATTACHMENT B

Updated / Latest Site Plan



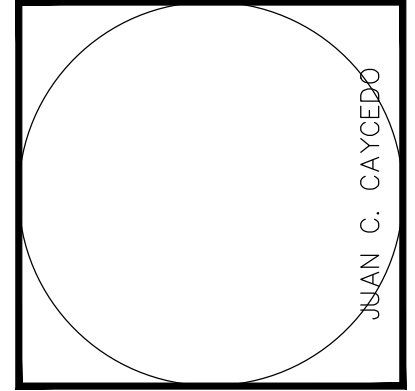
1 MASTER PLAN

AS1.00 SCALE: 1"=50'-0"



SITE PLAN
RE-SUBMITTAL
06/22/2021

RLC Architects
1450 E. 10th Street, Suite 200, Ft. Lauderdale, FL 33302
Tel: 954.393.8555 Fax: 954.395.0007
Web: www.rlcarchitects.com
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REVISIONS

**DELRAY CENTRAL
MASTER PLAN**
1625 SOUTH CONGRESS

Drawing Title
MASTER PLAN

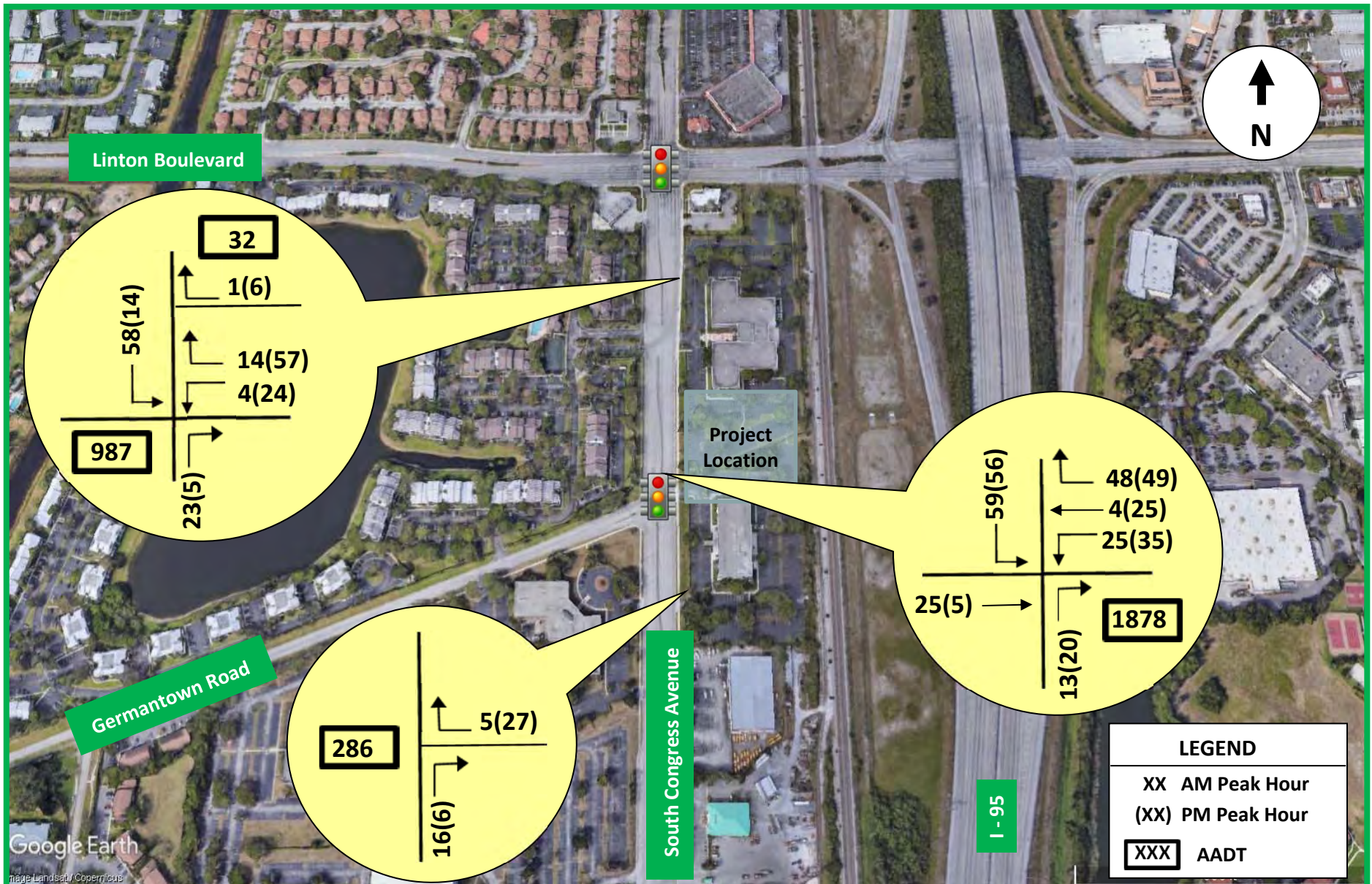
Scale
Project No. 20112.00
Plot Date 03/31/2021

Principal: JC
Project Director:
Project Manager:
Drafted by: MGC
Checked by:

Sheet No.
AS1.00

ATTACHMENT C

Projected Driveway Volumes



Project Traffic – Total Residential and Office

Figure 5
Delray Central
Delray Beach, Florida