



Florida Department of Transportation
District IV

TRAFFIC SIGNAL WARRANT ANALYSIS

FOR

SR 5/US-1/NE 6th Avenue at NE 1st Street

Section No. 93010000, MP: 9.837

Prepared by
A&P Consulting Transportation Engineers

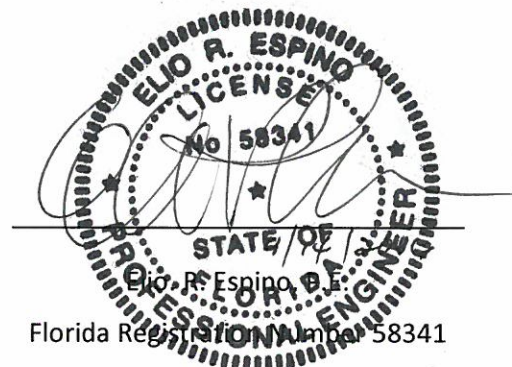
Engineer's Certification

I, **Elio R. Espino, P.E. No. 58341**, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-23.003 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project: Traffic Signal Warrant Analysis for SR 5/US-1/NE 6th Avenue at NE 1st Street

(Section No. 93010000, M.P.: 9.837)

Location: Palm Beach County, Florida



Elio R. Espino, P.E.
Florida Registration Number 58341

APCTE Corp.

10305 NW 41st Street, Suite 115

Doral, FL 33178

Certificate of Authorization No. EB-0007797

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1. Introduction

A&P Consulting Transportation Engineers, Corporation (APCTE) has been retained by the Florida Department of Transportation (FDOT), District IV, to conduct a Signal Warrant Analysis at the intersection of SR 5/US-1/NE 6th Avenue and NE 1st Street (Section No. 93010000, MP= 9.837), located in Delray Beach, Palm Beach County. See **Figure 1.1** depicts the study location map.

The signal warrant analysis was initiated based on a request received by FDOT to evaluate the need for the potential installation of a traffic signal at this location following a fatal crash which occurred on September 21st, 2016. According to the request, the crash took place when a vehicle traveling northbound struck a vehicle traveling westbound as the latter was attempting to make a right turn. As such, a traffic signal was proposed to prevent these types of crashes at the study intersection.

The objective of this study is to perform a signal warrant analysis at the intersection of SR 5/US-1/NE 6th Avenue and NE 1st Street and provide recommendations if necessary.

This study includes a brief description of the existing conditions, an analysis of the three-year recorded crash data, collision diagrams, a site review, evaluation of the intersection sight distance, and perform a signal warrant analysis.

2. Existing Conditions

The intersection of SR 5/US-1/NE 6th Avenue and NE 1st Street is located within the City of Delray Beach in Palm Beach County, Florida. SR 5/US-1/NE 6th Avenue is a one-way urban minor arterial with two 11-foot lanes oriented in the northbound direction, and NE 1st Street is an undivided two-lane collector oriented in the east-west direction.

2.1. Geometry

Table 2.1 summarizes the existing lane configuration at the study intersection, and **Exhibit 2.1** provides images of the approaches to the intersection.

Table 2.1 – Existing Traffic Control and Lane Configuration at Intersection of SR 5/US-1/NE 6th Avenue and NE 1st Street

Traffic Control	Approach			
	Eastbound	Westbound	Northbound	Southbound
Two-Way Stop-Controlled	TL	TR	L,T, TR, BL	N/A

- Notes: (1) SR 5/US-1/NE 6th Avenue is a one-way minor arterial
 (2) TL = Through lane shared with left turn movements
 (3) TR = Through lane with shared right turn movements
 (4) L = Exclusive Left-Turn Lane
 (5) T = Through Lane
 (5) BL= Bicycle Lane

Figure 1.1 – Location Map

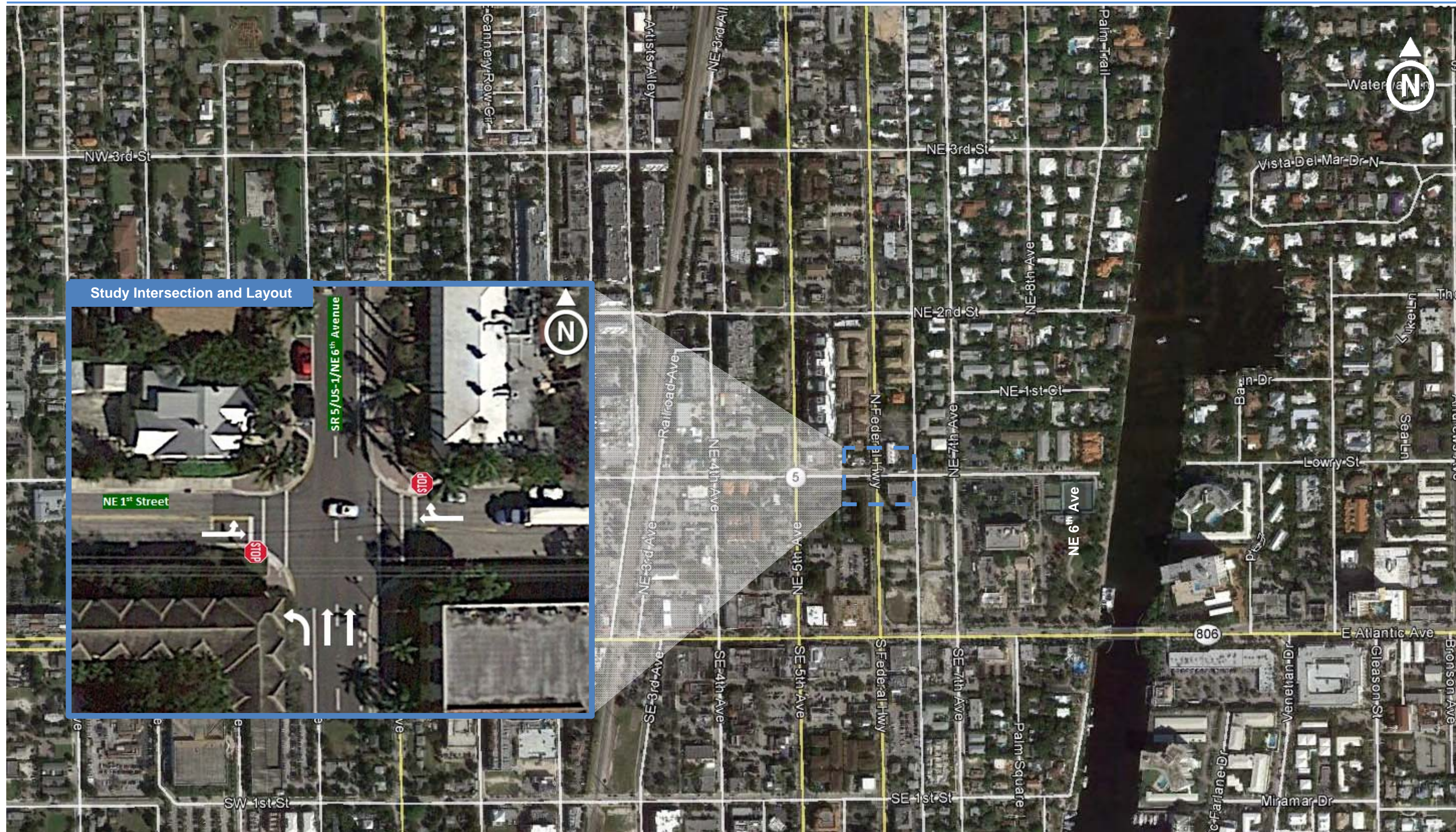




Exhibit 2.1 – Intersection Approaches

2.2. Posted Speed Limit

The posted speed limit on SR 5/US-1/NE 6th Avenue is 35 mph in the vicinity of NE 1st Street.

2.3. Land Use

The study intersection is located within the City of Delray Beach’s Central Business District. The land use consists of a restaurant on the northeast quadrant, and residential on the northwest, and southwest and southeast quadrants of the study intersection.

2.4. Parking

On-street parking is provided on the west side of SR 5/US-1/NE 6th Avenue, north of NE 1st Street. In addition, on-street parking is provided on the south side of NE 1st street, west of SR 5/US-1/NE 6th Avenue, and on the north side of NE 1st Street, east of SR 5/US-1/NE 6th Avenue.

2.5. Transit

Palm Beach County’s bus transit service; Palm Tran Route 1 (The Bolt) is currently serving SR 5/US-1/NE 6th Avenue. The Bolt Route 1 is a limited-stop service with 20-minute headways during the weekday peak hours. A bus stop is located approximately 280 feet north of the study intersection on the east side of SR 5/US-1/NE 6th Avenue.

2.6. Pedestrian Facilities

Sidewalks are provided on both sides of SR 5/US-1/NE 6th Avenue and on both sides of NE 1st Street. The sidewalks are approximately 11 feet wide on SR 5/US-1/NE 6th Avenue.

Crosswalks are provided on the east and west legs of the study intersection. Curb ramps are provided at the intersection.

2.7. Bicycle Features

A designated northbound bicycle lane is provided on the east side of SR 5/US-1/NE 6th Avenue.

2.8. Pavement Conditions and Pavement Markings

Based on the site reviews, the roadway is asphaltic pavement that is in good condition. Overall, pavement markings provided at the study intersection are in good condition since this section of 5/US-1/NE 6th Avenue was recently milled and resurfaced.

2.9. Landscaping

Landscaping is provided on both sides along SR 5/US-1/NE 6th Avenue. Montgomery Palms and Royal Palms are spaced at least 27 feet off-center. Additionally, shrubbery is also provided along the corridor. Landscaping plans are provided in **APPENDIX A**.

2.10. Traffic Control

The study intersection is unsignalized where the east and west legs are controlled by a Stop (R1-1) sign.

3. Crash Data Analysis

Available crash data for the last three-year period, from 2012 to 2014, were obtained from FDOT's Crash Analysis Reporting System (CARS). Crash summary tables and collision diagrams were prepared and detailed information is presented in **APPENDIX B**. A summary of the crash data analysis is presented in **Table 3.1**.

The following findings are obtained from the crash data analysis:

- A total of nine (9) crashes were recorded at the intersection during the three-year period.
- One (1) crash was recorded in 2012, two (2) crashes in 2013, and six (6) crashes in 2014.
- No fatalities were recorded during the three-year period.
- One (1) injury was recorded in 2012, none in 2013, and two (2) in 2014.
- Angle crashes were the predominant type of crashes at the study intersection, accounting for approximately 67% (6 crashes) followed by sideswipe crashes accounting for approximately 22% (2 crashes). There was one (1) collision with a parked vehicle which involved a motorist driving under the influence.
- Seven (7) crashes occurred during daytime and two (2) crashes occurred during nighttime conditions.
- Six (6) crashes occurred during dry conditions, while three (3) occurred during wet conditions, accounting for approximately 33%, which is higher than the statewide average of 30%. However, it should be noted that this percentage is high due to the low crash frequency.

Table 3.1 –Crash Data Summary from 2012 to 2014

SR 5/US-1/NE 6 th Avenue at NE 1 st Street		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
CRASH TYPE	Rear End	0	0	0	0	0	0.0%
	Head On	0	0	0	0	0	0.0%
	Angle	1	0	5	6	2	66.7%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	0	2	0	2	1	22.2%
	Backed Into	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	0	0	1	1	0	11.1%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	0	1	1	0	11.1%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	0	0	0	0	0	0.0%
Other Non-Fixed Object	0	0	0	0	0	0.0%	
SEVERITY	PDO Crashes	0	2	4	6	2	66.7%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	1	0	2	3	1	33.3%
LIGHTING CONDITIONS	Daylight	0	2	5	7	2	77.8%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	1	0	1	2	1	22.2%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	0	2	4	6	2	66.7%
	Wet	1	0	2	3	1	33.3%
	Others	0	0	0	0	0	0.0%
Total Crashes		1	2	6	9	3	100.0%

4. Intersection Sight Distance Evaluation

A sight distance evaluation was performed at the study intersection to assess the sight distance triangle. The sight distance for the study intersection was calculated based on AASHTO's "A Policy on Geometric Design of Highways and Streets, 2011", Chapter 9, Intersection Sight Distance. The sight distance was calculated for cases B2 (right turns from the minor road) and B3 (crossing the major road). The sight distance was calculated for passenger cars by using the following equation:

$$ISD = 1.47 \times V_{major} \times t_g$$

where

ISD = Intersection sight distance (feet)

V_{major} = design speed on major roadway (mph)

t_g = time gap for minor road vehicle (seconds)

The design speed of SR 5/US 1/NE 6th Avenue is 35 mph based on a review of the typical section plans included in the landscaping plans included in **APPENDIX A**. The time gap utilized for case B2 was 6.5 seconds for passenger cars and the ISD was approximately 335 feet. The time gap utilized for case B3 was 7.5 seconds, which includes an adjustment of 0.5 seconds for each additional lane that a motorist has to cross, and the ISD was approximately 390 feet. Therefore, an ISD of 390 feet was utilized to conduct the sight distance evaluation. An exhibit that graphically depicts the sight distance triangle is included in **APPENDIX C**.

A field review was conducted on Tuesday, October 25th, 2016, to assess the sight distance at the study intersection. The point of observance was located 14.5 feet from the edge of travel lane along SR 5/US-1/NE 6th Avenue, as shown in **Exhibit 4.1**. The site review observations concluded that the sight distance for the design speed is satisfactory, as it was greater than the 390 feet required.



Exhibit 4.1 – Field-Measured Distance 14.5 feet from Edge of Travel Lane

Also, site review observations revealed that most of the motorists on westbound NE 1st Street stopped approximately 14.5 feet away from the edge of travel lane, as shown in **Exhibit 4.2**.



Exhibit 4.2 – Motorists’ Point of Observance Located 14.5 feet from Edge of Travel Lane

5. Data Collection

Vehicle traffic counts, both mechanical 72-hour approach and manual eight-hour Turning Movement Counts (TMCs), were collected at the intersection of SR 5/US-1/NE 6th Avenue and NE 1st Street. Additionally, speed data was also collected for the study intersection.

5.1. 72-Hour Approach Counts

FDOT provided 72-hour mechanical traffic volume counts, which were collected for each approach from Thursday, October 13, 2016 to Sunday, October 16, 2016. Mechanical traffic counts raw data are presented in **APPENDIX D**. **Figures 5.1 and 5.2** show the variation of hourly traffic volumes by time of day for the typical weekday (Thursday) and Saturday for each approach and the total of all approaches.

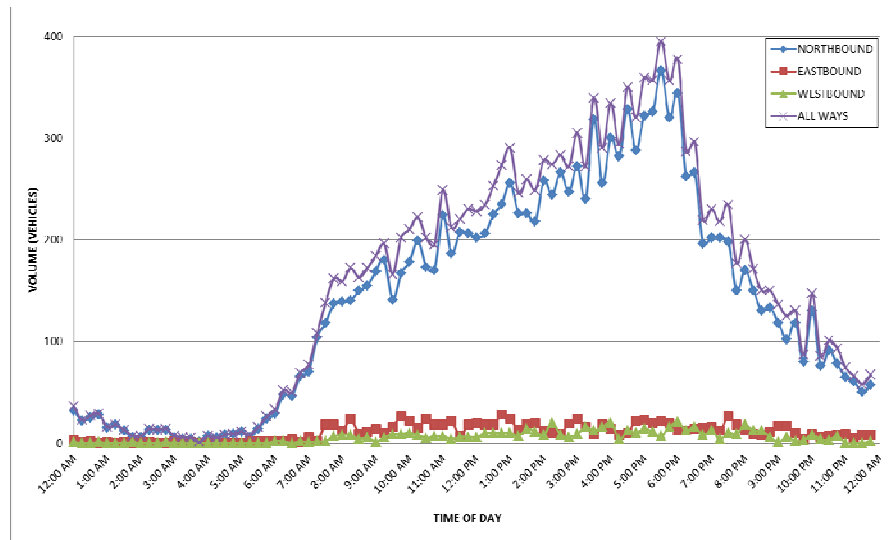


Figure 5.1 –Hourly Traffic Volumes by Time of Day, Thursday (10/13/2016)

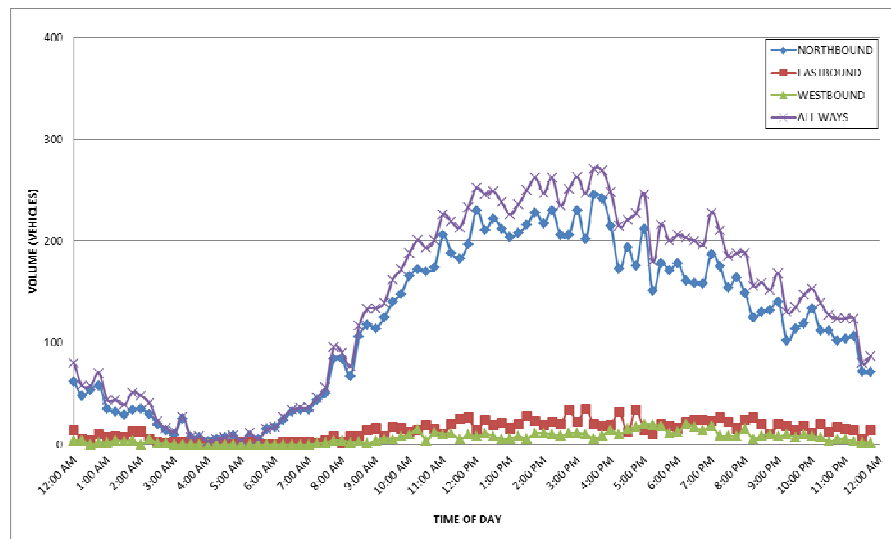


Figure 5.2 –Hourly Traffic Volumes by Time of Day, Saturday (10/16/2016)

5.2. Eight-Hour TMCs

FDOT provided eight-hour TMCs, which were conducted during the morning (6:30 AM to 9:30 AM), Midday (12:00 PM to 2:00 PM), and afternoon (4:00 PM to 7:00 PM) peak periods. These TMCs were collected on Tuesday, October 4th, 2016, Wednesday, October 5th, 2016, and Sunday, October 16th, 2016. The raw data is included in **APPENDIX E**, and the peak-hour TMCs are summarized in **Table 5.1**.

Analysis of the eight-hour TMCs indicated that the AM peak hour starts at 8:30 AM, the midday peak hour starts at 12:15 PM, and the PM peak hour starts at 4:00 PM, during a weekday. Moreover, the weekend peak hours begin at 8:30 AM for the AM peak period, 12:00 PM for the midday peak period, and 4:00 PM for the PM peak period.

Table 5.1 – Summary of Peak-Hour Traffic Volumes

Peak Hour	Westbound			Northbound			Eastbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right
Weekday (Tuesday)									
AM Peak (8:30 AM to 9:30 AM)	0	13	4	56	646	6	26	31	0
MD Peak (12:15 to 1:15 PM)	0	23	14	93	938	12	51	22	0
PM Peak (4:00 PM to 5:00 PM)	0	22	11	83	974	5	51	22	0
Weekend (Sunday)									
AM Peak (8:30 AM to 9:30 AM)	0	4	2	30	290	4	6	13	0
MD Peak (12:00 to 1:00 PM)	0	21	6	88	606	10	38	20	0
PM Peak (4:00 PM to 5:00 PM)	0	33	8	104	603	6	42	44	0

5.3. Speed Data Analysis

The FDOT provided speed data, which were collected on a Thursday (October 13th, 2016) and a Saturday (October 15th, 2016), for the northbound approach to the study intersection. **Table 5.2** summarizes the findings of the speed data analysis from the raw speed data that are included in **APPENDIX F**. The 85th percentile speed represents the speed at or below which 85% of the vehicles travel. The 10-mph pace represents the 10-mph range in which the highest percentage of vehicles are traveling.

Overall, **Figure 5.3 and Figure 5.4** show that the average 85th percentile speed ranges from 25 mph to 36 mph. **Table 5.2** shows the upper limit of the predominant 10-mph pace was 33 mph for the study intersection. Additionally, **Table 5.2** shows that the 85th percentile speed is very similar to the posted speed limit of 35 mph during the different periods for both the weekday and weekend.

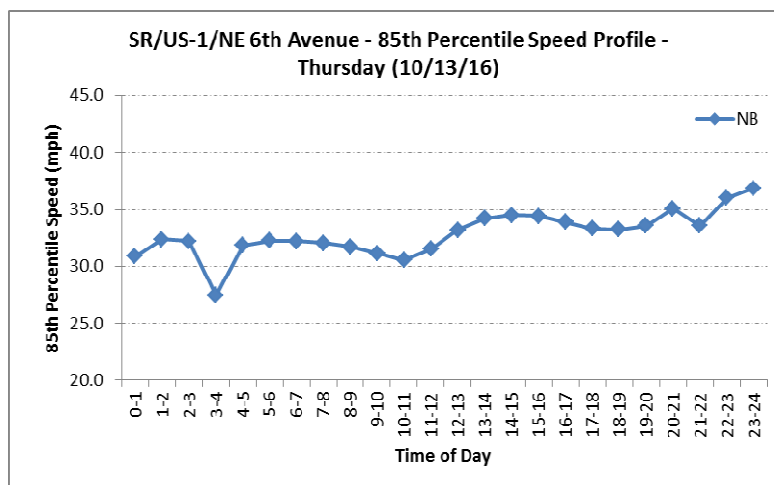


Figure 5.3 – 85th Percentile Speed Profile for Thursday, October 13th, 2016

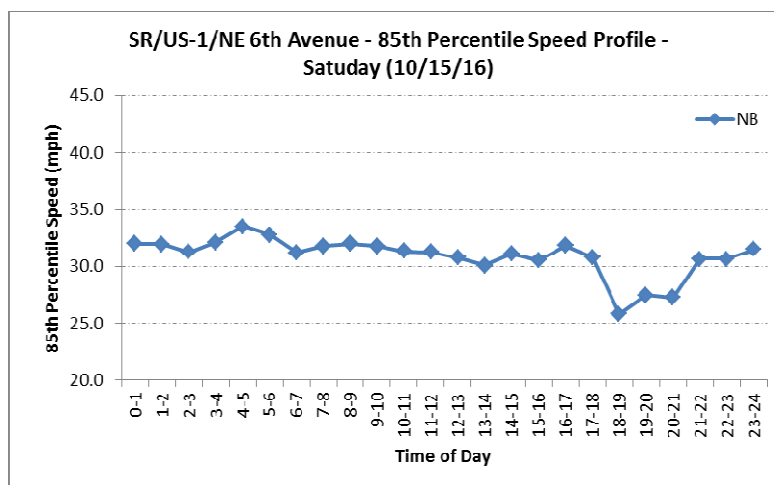


Figure 5.4 – 85th Percentile Speed Profile for Saturday, October 15th, 2016

Table 5.2 – Speed Data Summary

SR5/US-1/NE 6 th Avenue and NE 1 st Street						
Time Period	Thursday 10/13/16			Saturday 10/15/16		
	50 th Percentile Speed (mph)	85 th Percentile Speed (mph)	10 mph Pace	50 th Percentile Speed (mph)	85 th Percentile Speed (mph)	10 mph Pace
0-1	25.5	30.9	23.0-33.0	27.5	32.0	23.0-33.0
1-2	26.1	32.4	23.0-33.0	27.3	32.0	23.0-33.0
2-3	27.8	32.2	23.0-33.0	26.2	31.3	23.0-33.0
3-4	24.3	27.5	18.0-28.0	26.3	32.1	23.0-33.0
4-5	27.6	31.8	23.0-33.0	25.5	33.5	18.0-28.0
5-6	25.9	32.3	23.0-33.0	27.0	32.8	23.0-33.0
6-7	28.7	32.2	23.0-33.0	26.1	31.2	23.0-33.0
7-8	27.0	32.1	23.0-33.0	26.8	31.8	23.0-33.0
8-9	27.0	31.7	23.0-33.0	27.5	32.0	23.0-33.0
9-10	26.1	31.1	23.0-33.0	27.4	31.8	23.0-33.0
10-11	26.0	30.5	23.0-33.0	26.4	31.4	23.0-33.0
11-12	26.4	31.5	23.0-33.0	26.5	31.3	23.0-33.0
12-13	29.3	33.2	23.0-33.0	26.0	30.8	23.0-33.0
13-14	29.1	34.2	23.0-33.0	25.4	30.1	23.0-33.0
14-15	29.2	34.5	23.0-33.0	26.0	31.1	23.0-33.0
15-16	29.5	34.4	23.0-33.0	25.6	30.5	23.0-33.0
16-17	28.7	33.9	23.0-33.0	26.7	31.8	23.0-33.0
17-18	28.7	33.3	23.0-33.0	25.5	30.8	23.0-33.0
18-19	28.4	33.2	23.0-33.0	20.9	25.8	18.0-28.0
19-20	28.8	33.6	23.0-33.0	22.3	27.5	18.0-28.0
20-21	30.1	35.1	23.0-33.0	22.4	27.3	18.0-28.0
21-22	28.7	33.6	23.0-33.0	24.9	30.7	18.0-28.0
22-23	29.4	36.0	23.0-33.0	25.8	30.7	23.0-33.0
Average	27.8	32.7		25.8	30.9	

The speed calculations can be found in **APPENDIX G**.

6. Site Review Observations

Traffic operations were observed at the intersection on Tuesday, October 25th, 2016, during the PM period (4:00 PM – 6:00 PM), and Wednesday, October 26th, 2016, during the AM period (7:30 AM – 9:30 AM). The following conditions were observed:

AM Peak (7:30 AM to 9:30 AM) Field Observations

- Very light traffic along all approaches, as shown on **Exhibit 6.1**.
- Maximum queuing along eastbound movement was two (2) vehicles.
- The upstream signal at Atlantic Avenue provided several adequately-sized gaps for crossing and turning maneuvers from NE 1st Street.
- Low pedestrian and bicycle activities were observed at the study intersection.



Exhibit 6.1 – Low volumes along both major and minor approaches during the AM Period

PM Peak (4:00 PM to 6:00 PM) Field Observations

- Moderate traffic was observed along northbound SR 5/US-1/NE 6th Avenue.
- Maximum queuing along eastbound movement was four (4) vehicles. The maximum queue at the westbound approach was two (2) vehicles.
- The upstream signal at Atlantic Avenue provided several adequately-sized gaps for crossing and turning maneuvers from NE 1st Street.
- Some pedestrian and bicycle activities were observed.

7. Signal Warrant Analysis Results

The traffic signal warrants study was performed using the Manual on Uniform Traffic Control Devices (MUTCD) 2009 edition methodology. The MUTCD Section 4C.01 mandates the following nine traffic warrants to be considered:

- Warrant 1: Eight-Hour vehicular volume
- Warrant 2: Four-Hour vehicular volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection near a Grade Crossing

Also, the MUTCD states, “the satisfaction of a traffic signal warrant shall not in itself require the installation of a traffic signal”. Traffic signal warrants were evaluated for the existing conditions and considering the guidance from the MUTCD.

The signal warrants were analyzed based on traffic volume data collected on a weekday and Saturday. The results of the weekday and weekend analyses are summarized in **Table 7.1**, and the signal warrant analysis worksheets are included in **APPENDIX H**.

Table 7.1 – Warrant Weekday and Weekend Summary

Warrant	Satisfied?	
	Thursday	Saturday
1 - Eight-Hour Vehicular Volume	No	No
2 - Four-Hour Vehicular Volume	No	No
3 - Peak-Hour	Not Applicable	Not Applicable
4 - Pedestrian Volume	No	No
5 - School Crossing	Not Applicable	Not Applicable
6 - Coordinated Signal System	Not Applicable	Not Applicable
7 - Crash Experience	No	No
8 - Roadway Network	Not Applicable	Not Applicable
9 - Intersection near Grade Crossing	Not Applicable	Not Applicable

Based on the findings from this traffic signal warrant study, installation **is not** recommended at this time.

8. Summary and Recommendations

The study included field reviews and analysis of traffic volume data, crash history, traffic warrant analysis and conclusions and recommendations. Based on the analysis of the traffic data and site observations, the following describes the findings from the study:

- Analysis of the 72-Hour counts indicated that the eastbound approach experiences higher volumes than those of the westbound approach.
- During both the AM and PM peak periods, the study intersection experienced low vehicular volume along the east and west approaches.
- The speed data show that motorists on SR 5/US-1/NE 6th Avenue in the vicinity of the intersection comply with the posted speed limit of 35 mph.
- The number and designation of lanes at the intersection are consistent with the posted speed limit of 35 mph.
- There were nine (9) crashes reported at the intersection during the 2012-2014 period. The crash types were: six (6) angle crashes, two (2) sideswipe crashes, and one (1) crash with a parked vehicle. The crash data analysis indicates a high frequency of crashes in 2014.
- Site observations indicated that the majority of motorists are stopping past the stop bar, approximately 14.5 feet behind the edge of travel lane.
- The sight distance evaluation indicates that motorists on westbound NE 1st Street approaching SR 5/US-1/NE 6th Avenue have adequate sight distance. However, an existing trash receptacle and a bench are located within the area that should be free of obstructions.
- Site observations indicate that the upstream signalized intersection provides gaps of adequate size to perform crossing or right-turning maneuvers.
- Signal Warrant Analyses were performed by utilizing traffic volumes collected on a weekday and on a Saturday. The Signal Warrant Analyses indicate that a traffic signal is not warranted at this time. The volumes on the side street are low (less than 90 vehicles per hour on the eastbound approach which had the highest volumes during the selected hours) and there is no crash pattern that could be corrected by the installation of a traffic signal. The intersection's current Stop sign control on NE 1st Street is appropriate.

The following recommendations are provided as an enhancement to the existing conditions:

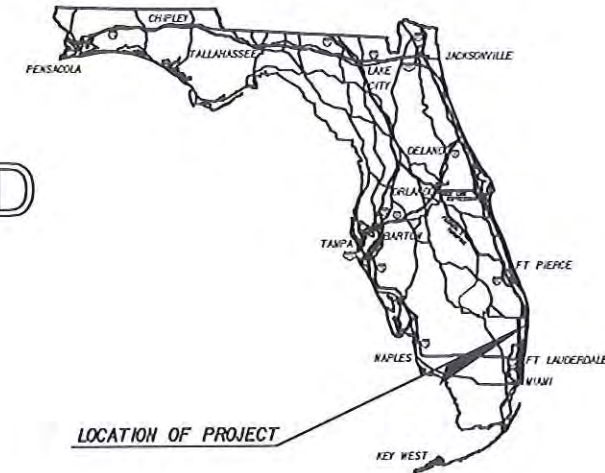
- Install a "Cross Road" (W2-1) sign on the east and west sides of SR 5/US-1/NE 6th Avenue, approximately 120 feet south of NE 1st Street.
- Replace the existing Stop (R1-1) signs on NE 1st Street with oversized signs (36 inches by 36 inches). In addition, supplement the proposed Stop (R1-1) signs with "Traffic From Left (Right) Does Not Stop" (W4-4aP) plaques.
- FDOT should coordinate the re-location of the trash receptacle and bench on the southeastern quadrant of the study intersection. It is recommended that the trash receptacle and bench be relocated approximately 170 feet to the north.
- Periodically review the safety and operation of the study intersection with the City of Delray Beach and take action as appropriate to modify its traffic control and related features. The

reviews should be performed at six (6) month intervals initially, and their frequency adjusted as needed based on safety and operational trends.

APPENDIX A

Landscaping Plans

FEDERAL HIGHWAY BEAUTIFICATION FROM SOUTH OF 10th STREET TO NORTH OF GEORGE BUSH BOULEVARD CITY OF DELRAY BEACH PALM BEACH COUNTY FLORIDA



Financial Project ID. 420412-1-58-01 &
420412-2-58-01

Project No. 2009-009

Mayor
Vice-Mayor
Deputy Vice-Mayor
Commissioner
Commissioner
City Manager
Director of
Environmental Services Dept.
City Engineer

Woodie McDuffie
Angeleta Gray
Thomas Carney
Fred Fetzer
Adam Frankel
David T. Harden
Richard C. Hasko, P.E.
Randal L. Krejcarek, P.E.

LANDSCAPE PLANS

INDEX OF LANDSCAPE PLANS

SHEET NO.	SHEET DESCRIPTION
LD-2 - LD-3	LANDSCAPE QUANTITIES
LD-4	LANDSCAPE SCHEDULE
LD-5 - LD-27	LANDSCAPE PLAN
LD-28 - LD-29	MISCELLANEOUS DETAILS
LD-30 - LD-31	IRRIGATION QUANTITIES
LD-32	IRRIGATION QUANTITIES DIRECTIONAL BORING NOTES
LD-33	IRRIGATION SCHEDULE
LD-34 - LD-56	IRRIGATION PLAN
LD-57 - LD-59	IRRIGATION DETAILS

KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

LANDSCAPE PLAN SHOP DRAWINGS
TO BE SUBMITTED TO:

KIMLEY-HORN AND ASSOCIATES, INC.
JONATHAN HAIGH, R.L.A.
1690 SOUTH CONGRESS AVENUE, SUITE 100
PHONE: 561-845-0665
FAX: 561-882-0198
PLANS PREPARED BY:

KIMLEY-HORN AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND PLANNERS
SUITE 100
1690 SOUTH CONGRESS AVENUE
DELRAY BEACH, FLORIDA 33445
PHONE (561) 330-2345
FAX (561) 330-2245
CONTRACT NO. C-8RB2
VENDOR NUMBER: F560885615-001
CERTIFICATE OF AUTHORIZATION NO. 696

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

LANDSCAPE PLANS
LANDSCAPE ARCHITECT OF RECORD: JONATHAN HAIGH, R.L.A.

R.L.A. NO. 6666795



CITY of DELRAY BEACH
ENVIRONMENTAL SERVICES DEPARTMENT
434 SOUTH SWINTON AVENUE, DELRAY BEACH, FLORIDA 33444
Phone: (561) 243-7322 Fax: (561) 243-7314 www.mydelraybeach.com



LANDSCAPE PLANS

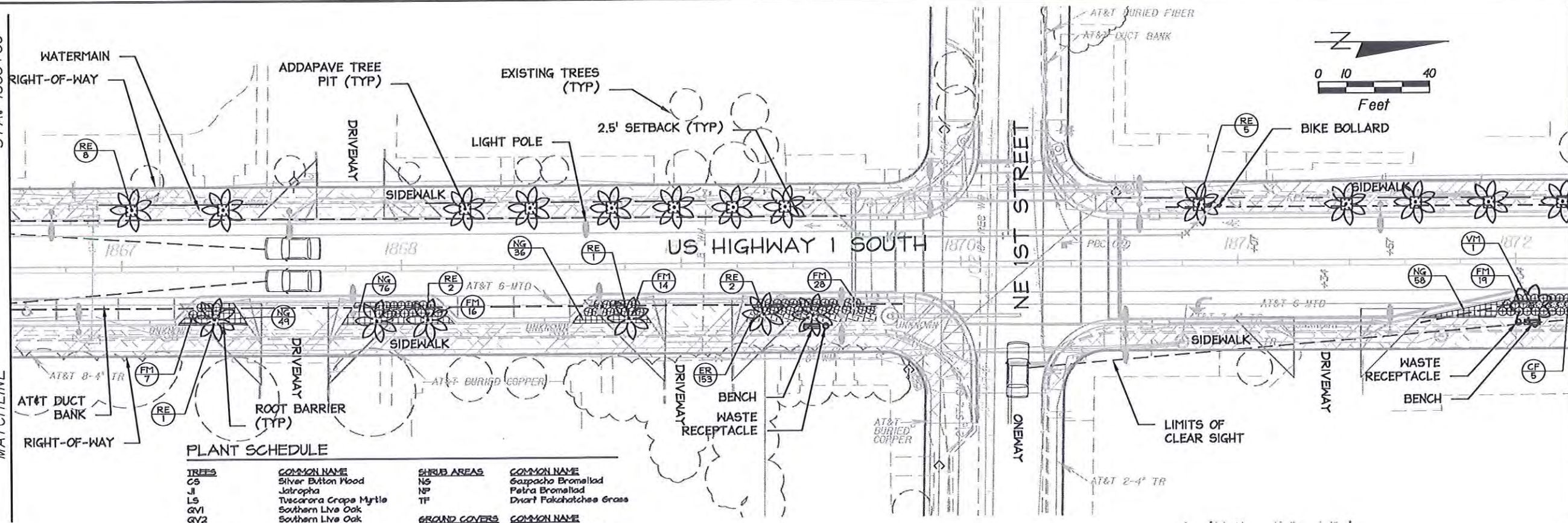
PROJECT NO. 2009-009	SHEET NO. LD-1
DATE 02-24-2012	
FILE ID.	

STA. 1866+60

MATCHLINE

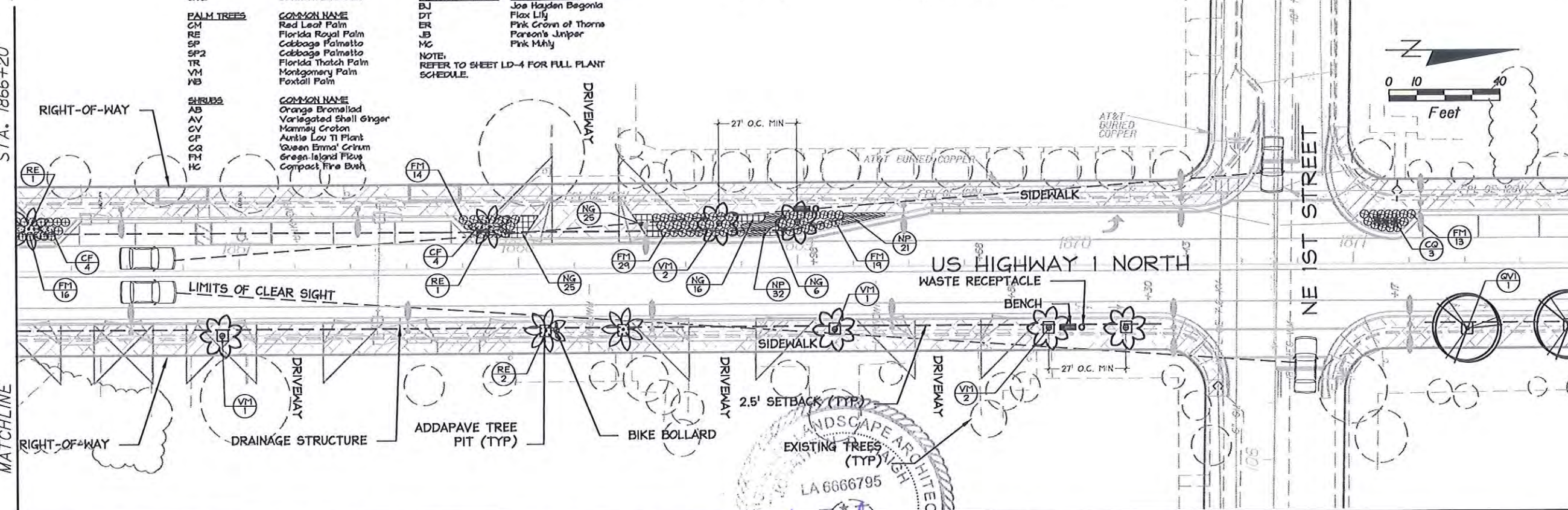
STA. 1866+20

MATCHLINE



PLANT SCHEDULE

TREES	COMMON NAME	SHRUB AREAS	COMMON NAME
CS	Silver Button Wood	NS	Gaspacho Bromellad
JL	Jatropha	NP	Petra Bromellad
LS	Tuscarora Grape Myrtle	TF	Dwarf Fakahatchee Grass
QV1	Southern Live Oak		
QV2	Southern Live Oak		
PALM TREES	COMMON NAME	GROUND COVERS	COMMON NAME
CM	Red Leaf Palm	BJ	Joe Hayden Begonia
RE	Florida Royal Palm	DT	Flax Lily
SP	Cabbage Palmetto	ER	Pink Crown of Thorns
SP2	Cabbage Palmetto	JB	Parson's Juniper
TR	Florida Thatch Palm	MC	Pink Mahly
VM	Montgomery Palm		
WB	Foxtail Palm		
SHRUBS	COMMON NAME	NOTE: REFER TO SHEET LD-4 FOR FULL PLANT SCHEDULE.	
AB	Orange Bromellad		
AV	Variegated Shell Ginger		
CV	Mammy Croton		
CF	Auricle Low TI Plant		
CQ	'Queen Emma' Citrus		
CFH	Green Island Flax		
HC	Compact Fire Bush		



CITY of DELRAY BEACH
ENVIRONMENTAL SERVICES DEPARTMENT
 434 SOUTH SWINTON AVENUE, DELRAY BEACH, FLORIDA 33444
 Phone: (561) 243-7322 Fax: (561) 243-7314 www.mydelraybeach.com

Kimley-Horn and Associates, Inc.
 Certificate of Authorization No. 696
 JONATHAN D. HAIGH, RLA
 RLA License No. 6666795
 Suite 100
 1690 South Congress Avenue
 Delray Beach, Florida 33445

LANDSCAPE ARCHITECT
 JONATHAN D. HAIGH
 LA6666795

DESIGNED BY	DATE	REVISION	DATE	DESCRIPTION	BY
ADH					
ADH					
ADH					

LANDSCAPE PLAN

PROJECT NO.
2009-009
 SHEET NO.
LD-18
 FILE ID.

APPENDIX B

Crash Summaries and Collision Diagram

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 93010000 STATE ROUTE: SR 5/US-1/NE 6th Avenue
ROADWAY LIMITS: 1st Street M.P. 9.818 TO 9.872 ENGINEER: A&P Consultant Transportation En
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Palm Beach

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)				
1	9.837	7/13/2014	Sun	2200	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded				
2	9.837	7/29/2014	Tue	1300	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way				
3	9.837	8/4/2014	Mon	1800	Angle	0	2	0	Day	Wet	Failed to Yield Right-Of-Way				
4	9.837	9/25/2014	Thu	0900	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way				
5	9.837	9/26/2014	Fri	1900	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way				
6	9.837	11/10/2014	Mon	1000	Angle	0	0	1	Day	Dry	Ran Stop Sign				
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
6	0	2	4	0	0	5	0	0	0	0	0	1	0	0	0
Percent	0.00%	33.33%	66.67%	0.00%	0.00%	83.33%	0.00%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	DUI	Wrong Way
Total	5	1	2	4	0	0	1	0	0	0	0	0	0	1	0
Percent	83.33%	16.67%	33.33%	66.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%








LEGEND		COLLISION SYMBOLS		COLLISION DIAGRAM	
YEARS					
 2012	① RECORD NUMBER	←← REAR-END	←← SIDESWIPE	LOCATION: SR5/US-1/NE 6TH AVENUE AT NE 1ST STREET COUNTY: PALM BEACH CITY: DELRAY BEACH PERIOD: JANUARY 2012 - DECEMBER 2014 PREPARED BY: A&P CONSULTING TRANSPORTATION ENGINEERS	
 2013	① FATALITY	← LEFT TURN	← PEDESTRIAN		
 2014	①* NIGHT CRASH	← RIGHT ANGLE	← BICYCLE		
	← VEHICLE PATH	← HEAD-ON	← OUT OF CONTROL		
	□ FIXED OBJECT	← RIGHT TURN	□ PARKED VEHICLE		

APPENDIX C

Intersection Sight Distance



LOCATION: SR 5/US 1/NE 6TH AVENUE AND NE 1ST STREET.
 COUNTY: PALM BEACH
 CITY: DELRAY BEACH
 PREPARED BY: A&P CONSULTING TRANSPORTATION ENGINEERS

LEGEND	
	CAR POSITION
	PHOTO DIRECTION
	SIGHT DISTANCE TRIANGLE (35MPH)
	FENCE
	AREA TO BE KEPT FREE OF OBSTRUCTION

**INTERSECTION SIGHT DISTANCE FOR
 RIGHT TURN OR CROSSING MANEUVERS**

APPENDIX D

72-Hour Mechanical Traffic Counts

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Volume (10/13 to 10/16/2016)

Start Time	10-Oct-16		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	32	202	44	256	62	230	72	172	52	215
12:15	*	*	*	*	*	*	22	206	25	228	48	211	56	156	38	200
12:30	*	*	*	*	*	*	25	225	25	228	54	222	54	188	40	216
12:45	*	*	*	*	*	*	28	235	26	253	58	212	48	174	40	218
01:00	*	*	*	*	*	*	15	256	22	239	35	204	52	150	31	212
01:15	*	*	*	*	*	*	18	226	20	231	32	208	42	156	28	205
01:30	*	*	*	*	*	*	12	226	16	296	29	216	27	160	21	224
01:45	*	*	*	*	*	*	6	218	15	250	34	228	31	172	22	217
02:00	*	*	*	*	*	*	6	258	16	243	35	217	33	154	22	218
02:15	*	*	*	*	*	*	13	244	7	260	30	230	22	172	18	226
02:30	*	*	*	*	*	*	13	266	5	283	20	206	32	142	18	224
02:45	*	*	*	*	*	*	13	247	9	277	14	206	19	164	14	224
03:00	*	*	*	*	*	*	5	272	1	278	10	230	9	147	6	232
03:15	*	*	*	*	*	*	4	240	5	258	25	202	9	164	11	216
03:30	*	*	*	*	*	*	4	318	2	296	7	245	4	176	4	259
03:45	*	*	*	*	*	*	1	256	0	284	7	242	9	154	4	234
04:00	*	*	*	*	*	*	7	300	7	292	3	215	5	192	6	250
04:15	*	*	*	*	*	*	5	282	2	312	5	173	9	154	5	230
04:30	*	*	*	*	*	*	8	328	6	334	7	194	4	208	6	266
04:45	*	*	*	*	*	*	9	288	7	268	9	176	6	156	8	222
05:00	*	*	*	*	*	*	11	322	8	353	2	212	7	177	7	266
05:15	*	*	*	*	*	*	6	326	8	323	9	151	5	154	7	238
05:30	*	*	*	*	*	*	14	366	12	355	5	178	6	163	9	266
05:45	*	*	*	*	*	*	24	320	14	306	15	171	8	158	15	239
06:00	*	*	*	*	*	*	29	344	26	317	17	178	10	158	20	249
06:15	*	*	*	*	*	*	48	262	45	290	24	161	14	145	33	214
06:30	*	*	*	*	*	*	46	266	37	298	32	159	16	143	33	216
06:45	*	*	*	*	*	*	66	196	72	276	34	158	30	145	50	194
07:00	*	*	*	*	*	*	70	202	70	230	34	187	34	149	52	192
07:15	*	*	*	*	*	*	104	202	110	220	44	175	35	136	73	183
07:30	*	*	*	*	*	*	118	198	122	218	50	154	40	148	82	180
07:45	*	*	*	*	*	*	137	150	151	165	84	164	38	115	102	148
08:00	*	*	*	*	*	*	139	170	145	178	84	149	50	111	104	152
08:15	*	*	*	*	*	*	140	150	154	162	67	125	66	136	107	143
08:30	*	*	*	*	*	*	150	130	143	172	106	130	78	98	119	132
08:45	*	*	*	*	*	*	155	133	178	170	118	132	75	82	132	129
09:00	*	*	*	*	*	*	169	118	161	158	114	140	75	82	130	124
09:15	*	*	*	*	*	*	180	102	191	132	125	102	104	92	150	107
09:30	*	*	*	*	*	*	141	118	151	118	140	114	98	64	132	104
09:45	*	*	*	*	*	*	167	80	190	130	148	119	108	65	153	98
10:00	*	*	*	*	*	*	178	130	162	165	166	134	106	66	153	124
10:15	*	*	*	*	*	*	199	76	172	125	172	112	126	56	167	92
10:30	*	*	*	*	*	*	173	91	203	110	170	112	124	100	168	103
10:45	*	*	*	*	*	*	170	78	206	106	174	102	128	76	170	90
11:00	*	*	*	*	*	*	224	65	223	108	206	104	146	73	200	88
11:15	*	*	*	*	*	*	186	61	214	78	188	106	170	58	190	76
11:30	*	*	*	*	*	*	207	50	217	74	183	72	178	30	196	56
11:45	*	*	*	*	*	*	206	57	238	66	197	71	182	31	206	56
Total	0	0	0	0	0	0	3703	9856	3883	10769	3232	8139	2600	6322	3354	8767
Day Total	0		0		0		13559		14652		11371		8922		12121	
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.3%	72.7%	26.5%	73.5%	28.4%	71.6%	29.1%	70.9%	27.7%	72.3%
Peak Vol.	-	-	-	-	-	-	11:00	05:15	11:00	05:00	11:00	03:00	11:00	04:00	11:00	05:00
P.H.F.							0.919	0.926	0.937	0.942	0.939	0.938	0.929	0.853	0.961	0.948

ADT ADT 12,126 AADT 12,126

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

NE 1 St. 200' west of SR 5/NE 6th Ave. - Delaray Beach EB Volume (10/13 to 10/16/2016)

Start Time	10-Oct-16		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	3	20	2	21	14	14	12	13	8	17
12:15	*	*	*	*	*	*	1	18	2	16	6	24	13	23	6	20
12:30	*	*	*	*	*	*	2	18	1	16	4	19	12	12	5	16
12:45	*	*	*	*	*	*	0	28	2	28	10	21	7	15	5	23
01:00	*	*	*	*	*	*	1	24	1	26	7	16	6	14	4	20
01:15	*	*	*	*	*	*	0	13	4	22	8	20	11	17	6	18
01:30	*	*	*	*	*	*	1	19	2	18	7	28	8	16	4	20
01:45	*	*	*	*	*	*	0	20	2	28	13	23	4	18	5	22
02:00	*	*	*	*	*	*	1	12	1	23	13	19	9	18	6	18
02:15	*	*	*	*	*	*	1	10	1	19	6	22	10	14	4	16
02:30	*	*	*	*	*	*	0	9	0	14	2	20	6	10	2	13
02:45	*	*	*	*	*	*	0	19	0	24	1	34	5	20	2	24
03:00	*	*	*	*	*	*	2	24	0	23	3	22	0	17	1	22
03:15	*	*	*	*	*	*	2	16	1	22	2	35	1	12	2	21
03:30	*	*	*	*	*	*	1	9	0	14	0	20	1	16	0	15
03:45	*	*	*	*	*	*	0	18	0	20	1	18	3	23	1	20
04:00	*	*	*	*	*	*	0	14	2	26	0	19	0	23	0	20
04:15	*	*	*	*	*	*	0	8	0	22	0	32	0	24	0	22
04:30	*	*	*	*	*	*	0	10	1	22	0	12	0	22	0	16
04:45	*	*	*	*	*	*	0	22	0	26	0	34	1	22	0	26
05:00	*	*	*	*	*	*	0	23	0	18	2	14	0	23	0	20
05:15	*	*	*	*	*	*	2	20	3	23	2	10	2	25	2	20
05:30	*	*	*	*	*	*	2	22	0	30	0	20	0	16	0	22
05:45	*	*	*	*	*	*	2	20	1	26	0	18	1	25	1	22
06:00	*	*	*	*	*	*	2	12	1	29	0	16	0	14	1	18
06:15	*	*	*	*	*	*	2	12	4	37	3	22	3	22	3	23
06:30	*	*	*	*	*	*	4	14	6	18	2	24	0	10	3	16
06:45	*	*	*	*	*	*	1	15	2	20	2	24	4	20	2	20
07:00	*	*	*	*	*	*	6	16	5	28	3	23	4	18	4	21
07:15	*	*	*	*	*	*	2	12	4	48	1	26	4	14	3	25
07:30	*	*	*	*	*	*	18	26	11	28	4	22	6	16	10	23
07:45	*	*	*	*	*	*	18	18	18	21	8	16	6	13	12	17
08:00	*	*	*	*	*	*	12	12	12	26	2	24	1	16	7	20
08:15	*	*	*	*	*	*	24	9	14	24	8	26	5	16	13	19
08:30	*	*	*	*	*	*	9	8	20	18	8	20	3	14	10	15
08:45	*	*	*	*	*	*	11	11	24	26	14	10	6	15	14	16
09:00	*	*	*	*	*	*	14	17	20	20	16	20	6	13	14	18
09:15	*	*	*	*	*	*	10	17	21	24	8	18	6	18	11	19
09:30	*	*	*	*	*	*	16	10	8	14	17	14	8	7	12	11
09:45	*	*	*	*	*	*	26	4	18	18	16	18	18	20	20	15
10:00	*	*	*	*	*	*	22	9	14	27	12	11	8	4	14	13
10:15	*	*	*	*	*	*	15	6	12	13	14	20	11	7	13	12
10:30	*	*	*	*	*	*	24	7	14	11	19	12	12	8	17	10
10:45	*	*	*	*	*	*	18	8	15	21	15	17	14	3	16	12
11:00	*	*	*	*	*	*	18	9	27	11	10	15	19	3	18	10
11:15	*	*	*	*	*	*	22	5	16	15	20	14	21	3	20	9
11:30	*	*	*	*	*	*	7	8	20	6	25	6	17	0	17	5
11:45	*	*	*	*	*	*	18	8	24	8	26	14	16	2	21	8
Total	0	0	0	0	0	0	340	689	356	1038	354	946	310	714	339	848
Day Total	0	0	0	0	0	0	1029	1394	1394	1300	1024	1187				
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	67.0%	25.5%	74.5%	27.2%	72.8%	30.3%	69.7%	28.6%	71.4%
Peak	-	-	-	-	-	-	09:45	00:15	11:00	07:00	11:00	02:30	11:00	03:45	11:00	06:45
Vol.	-	-	-	-	-	-	87	88	87	125	81	111	73	92	76	89
P.H.F.							0.837	0.786	0.806	0.651	0.779	0.793	0.869	0.958	0.905	0.890

ADT ADT 1,187 AADT 1,187

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

NE 1 St. 200' east of SR 5/NE 6th Ave. - Delaray Beach WB Volume (10/13 to 10/16/2016)

Start Time	10-Oct-16		Tue		Wed		Thu		Fri		Sat		Sun		Average Da	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	1	6	3	14	4	8	0	4	2	8
12:15	*	*	*	*	*	*	0	10	6	13	4	11	2	10	3	11
12:30	*	*	*	*	*	*	0	10	0	8	0	8	5	7	1	8
12:45	*	*	*	*	*	*	1	10	0	12	2	5	1	9	1	9
01:00	*	*	*	*	*	*	0	10	0	15	2	6	4	8	2	10
01:15	*	*	*	*	*	*	0	7	0	11	4	8	1	12	1	10
01:30	*	*	*	*	*	*	0	14	2	10	3	6	1	2	2	8
01:45	*	*	*	*	*	*	1	11	0	10	4	11	0	11	1	11
02:00	*	*	*	*	*	*	0	8	0	6	0	11	1	6	0	8
02:15	*	*	*	*	*	*	0	20	0	16	5	10	0	3	1	12
02:30	*	*	*	*	*	*	0	8	0	12	1	9	1	6	0	9
02:45	*	*	*	*	*	*	1	6	0	13	1	11	0	9	0	10
03:00	*	*	*	*	*	*	0	9	0	16	0	11	0	9	0	11
03:15	*	*	*	*	*	*	0	16	0	14	0	10	0	3	0	11
03:30	*	*	*	*	*	*	0	12	0	8	0	6	0	12	0	10
03:45	*	*	*	*	*	*	0	16	0	13	0	9	0	4	0	10
04:00	*	*	*	*	*	*	0	20	0	16	0	14	0	12	0	16
04:15	*	*	*	*	*	*	0	4	0	8	0	10	0	18	0	10
04:30	*	*	*	*	*	*	0	12	0	10	0	15	0	7	0	11
04:45	*	*	*	*	*	*	0	10	0	5	0	17	1	9	0	10
05:00	*	*	*	*	*	*	0	14	0	21	0	20	0	9	0	16
05:15	*	*	*	*	*	*	0	11	0	17	0	19	0	10	0	14
05:30	*	*	*	*	*	*	0	7	0	14	0	18	0	8	0	12
05:45	*	*	*	*	*	*	0	16	0	11	0	11	1	12	0	12
06:00	*	*	*	*	*	*	2	21	0	14	0	12	0	13	0	15
06:15	*	*	*	*	*	*	2	12	0	16	0	20	0	12	0	15
06:30	*	*	*	*	*	*	0	16	0	32	0	17	0	9	0	18
06:45	*	*	*	*	*	*	2	8	1	17	0	14	0	6	1	11
07:00	*	*	*	*	*	*	1	12	4	16	0	18	0	8	1	14
07:15	*	*	*	*	*	*	2	4	1	24	1	9	1	10	1	12
07:30	*	*	*	*	*	*	2	10	4	22	2	9	5	13	3	14
07:45	*	*	*	*	*	*	7	9	6	20	4	8	1	13	4	12
08:00	*	*	*	*	*	*	8	18	3	12	4	15	1	6	4	13
08:15	*	*	*	*	*	*	8	12	11	24	2	5	2	18	6	15
08:30	*	*	*	*	*	*	4	12	6	14	3	9	2	13	4	12
08:45	*	*	*	*	*	*	6	6	7	16	1	10	4	1	4	8
09:00	*	*	*	*	*	*	1	1	9	13	4	8	0	1	4	6
09:15	*	*	*	*	*	*	6	6	4	11	6	10	0	4	4	8
09:30	*	*	*	*	*	*	9	2	8	10	5	7	6	4	7	6
09:45	*	*	*	*	*	*	9	3	8	12	8	10	4	5	7	8
10:00	*	*	*	*	*	*	10	8	7	8	10	8	7	1	8	6
10:15	*	*	*	*	*	*	8	4	2	12	15	7	1	2	6	6
10:30	*	*	*	*	*	*	5	3	8	12	4	3	4	3	5	5
10:45	*	*	*	*	*	*	7	7	14	3	12	5	4	2	9	4
11:00	*	*	*	*	*	*	7	0	8	5	10	5	2	3	7	3
11:15	*	*	*	*	*	*	4	0	9	4	11	3	2	1	6	2
11:30	*	*	*	*	*	*	6	0	14	7	5	2	8	0	8	2
11:45	*	*	*	*	*	*	6	2	9	7	10	2	5	1	8	3
Total	0	0	0	0	0	0	126	443	154	624	147	480	77	349	121	475
Day Total	0	0	0	0	0	0	569	569	778	778	627	627	426	426	596	596
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.1%	77.9%	19.8%	80.2%	23.4%	76.6%	18.1%	81.9%	20.3%	79.7%
Peak	-	-	-	-	-	-	09:30	05:45	10:45	06:30	10:00	04:45	09:30	07:30	10:45	05:45
Vol.	-	-	-	-	-	-	36	65	45	89	41	74	18	50	30	60
P.H.F.	-	-	-	-	-	-	0.900	0.774	0.804	0.695	0.683	0.925	0.643	0.694	0.833	0.833

ADT ADT 600 AADT 600

APPENDIX E

Eight-Hour Approach Counts

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/04/2016 (Tue.)
 Page No: 1 of 7

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	2	55	0	0	2	3	0	62
06:45 AM	0	0	0	0	0	0	0	0	0	3	65	0	0	4	4	0	76
Total	0	0	0	0	0	0	0	0	0	5	120	0	0	6	7	0	138
07:00 AM	0	0	0	0	0	0	4	0	0	5	81	1	0	3	1	0	95
07:15 AM	0	0	0	0	0	0	0	2	0	11	129	1	0	4	1	0	148
07:30 AM	0	0	0	0	0	0	2	1	0	3	140	2	0	6	6	0	160
07:45 AM	0	0	0	0	0	0	0	3	0	8	145	3	0	7	5	0	171
Total	0	0	0	0	0	0	6	6	0	27	495	7	0	20	13	0	574
08:00 AM	0	0	0	0	0	0	3	3	0	7	144	3	0	5	3	1	169
08:15 AM	0	0	0	0	0	0	5	0	0	8	158	3	0	1	6	0	181
08:30 AM	0	0	0	0	0	0	5	0	0	12	182	1	0	7	7	0	214
08:45 AM	0	0	0	0	0	0	3	1	0	13	148	2	0	7	7	2	183
Total	0	0	0	0	0	0	16	4	0	40	632	9	0	20	23	3	747
09:00 AM	0	0	0	0	0	0	5	1	0	21	185	0	0	6	3	0	221
09:15 AM	0	0	1	0	0	0	1	1	0	9	167	3	0	12	10	0	204
09:30 AM																	
09:45 AM																	
Total	0	0	1	0	0	0	6	2	0	30	352	3	0	18	13	0	425
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	7	3	0	26	211	2	0	15	14	0	278
12:15 PM	0	0	0	0	0	0	10	4	0	19	225	6	0	5	3	0	272
12:30 PM	0	0	0	0	0	0	3	1	0	22	234	2	0	14	11	1	288
12:45 PM	0	0	0	0	0	0	3	4	0	19	265	2	0	11	3	0	307
Total	0	0	0	0	0	0	23	12	0	86	935	12	0	45	31	1	1145
01:00 PM	0	0	0	0	0	0	8	5	0	22	239	0	0	9	5	0	288
01:15 PM	0	0	0	0	0	0	5	5	0	19	217	5	0	9	4	0	264
01:30 PM	0	0	0	0	0	0	6	2	0	15	206	2	0	10	7	0	248
01:45 PM	0	0	0	0	0	0	2	7	0	17	252	7	0	10	6	0	301
Total	0	0	0	0	0	0	21	19	0	73	914	14	0	38	22	0	1101
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	8	2	0	17	224	1	0	13	2	0	267
04:15 PM	0	0	0	0	0	0	1	0	0	22	217	1	0	8	7	0	256
04:30 PM	0	0	0	0	0	0	2	2	0	17	192	4	0	9	4	0	230
04:45 PM	0	0	0	0	0	0	3	0	0	25	238	1	0	25	6	0	298
Total	0	0	0	0	0	0	14	4	0	81	871	7	0	55	19	0	1051
05:00 PM	0	0	0	0	0	0	1	3	0	20	227	2	0	3	4	0	260
05:15 PM	0	0	0	0	0	0	1	3	0	13	217	1	0	6	7	0	248
05:30 PM	0	0	0	0	0	0	1	7	0	14	161	3	0	9	3	0	198
05:45 PM	0	0	0	0	0	0	3	3	0	12	173	2	0	10	6	0	209
Total	0	0	0	0	0	0	6	16	0	59	778	8	0	28	20	0	915
06:00 PM	0	0	0	0	0	0	3	0	0	21	175	1	0	13	0	0	213
06:15 PM	0	0	0	0	0	0	6	5	0	9	143	4	0	10	4	0	181
06:30 PM	0	0	0	0	0	0	3	2	0	14	139	0	0	19	2	0	179
06:45 PM	0	0	0	0	0	0	2	2	0	10	146	2	0	15	1	0	178
Total	0	0	0	0	0	0	14	9	0	54	603	7	0	57	7	0	751

TRIDENT Engineering

10232 NW 47 Street
 Sunrise, FL 33351
 Tel.: 954-815-3265

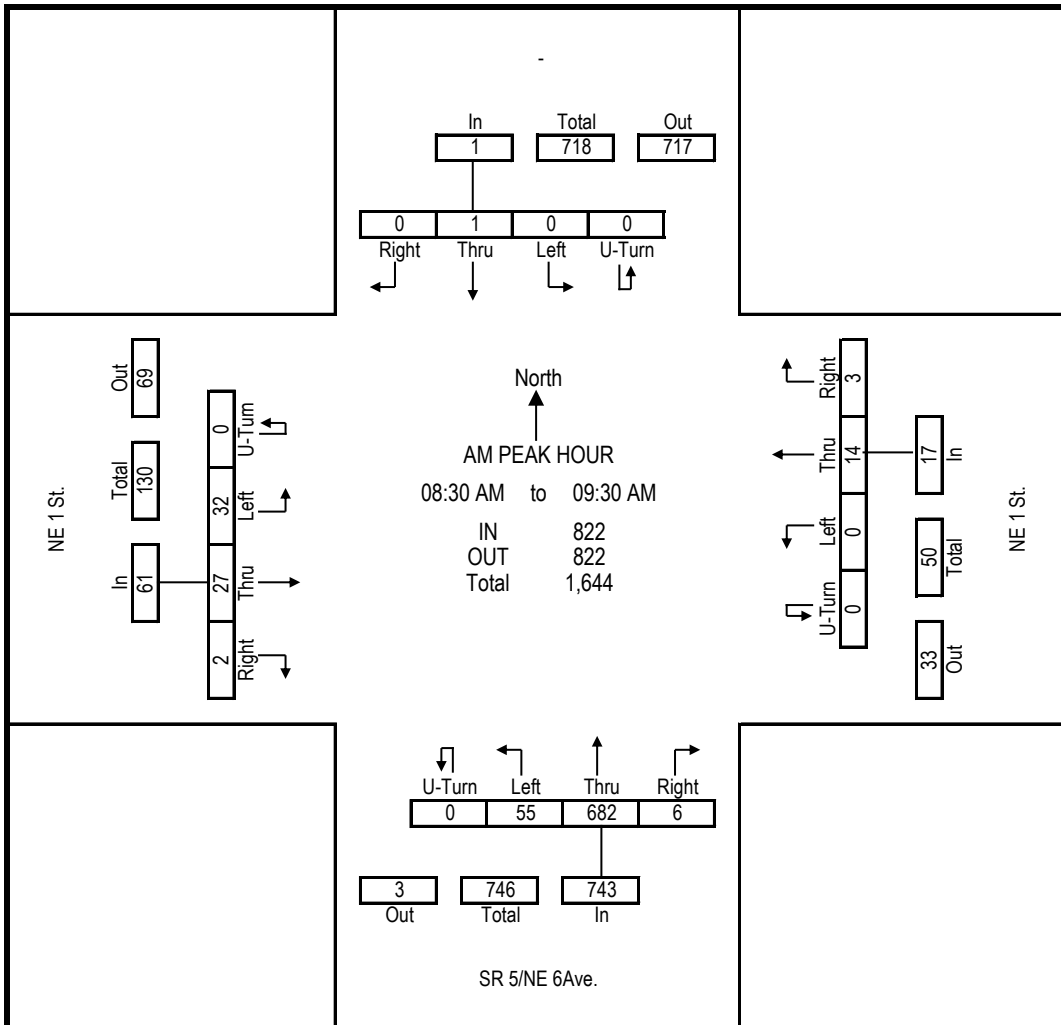
File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/4/2016 (Tue.)
 Page No: 2 of 7

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
08:30 AM	0	0	0	0	0	0	5	0	0	12	182	1	0	7	7	0	214
08:45 AM	0	0	0	0	0	0	3	1	0	13	148	2	0	7	7	2	183
09:00 AM	0	0	0	0	0	0	5	1	0	21	185	0	0	6	3	0	221
09:15 AM	0	0	1	0	0	0	1	1	0	9	167	3	0	12	10	0	204
Total	0	0	1	0	0	0	14	3	0	55	682	6	0	32	27	2	822
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.700	0.750	0.000	0.655	0.922	0.500	0.000	0.667	0.675	0.250	0.93
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%	6%	0%	0%	4%
App Vol %	0%	0%	100%	0%	0%	0%	82%	18%	0%	7%	92%	1%	0%	52%	44%	3%	

Intersection Peak Hour Analysis From 06:30 AM to 9:30 AM
 Peak Hour for Entire Intersection Begins at : 08:30 AM to 09:30 AM



TRIDENT Engineering

62 Gables Boulevard
Fort Lauderdale, FL 33326
Tel.: 954-815-3265

CLIENT: CalTran
JOB No: 2016-0115
PROJECT: TMC
COUNTY: Palm Beach

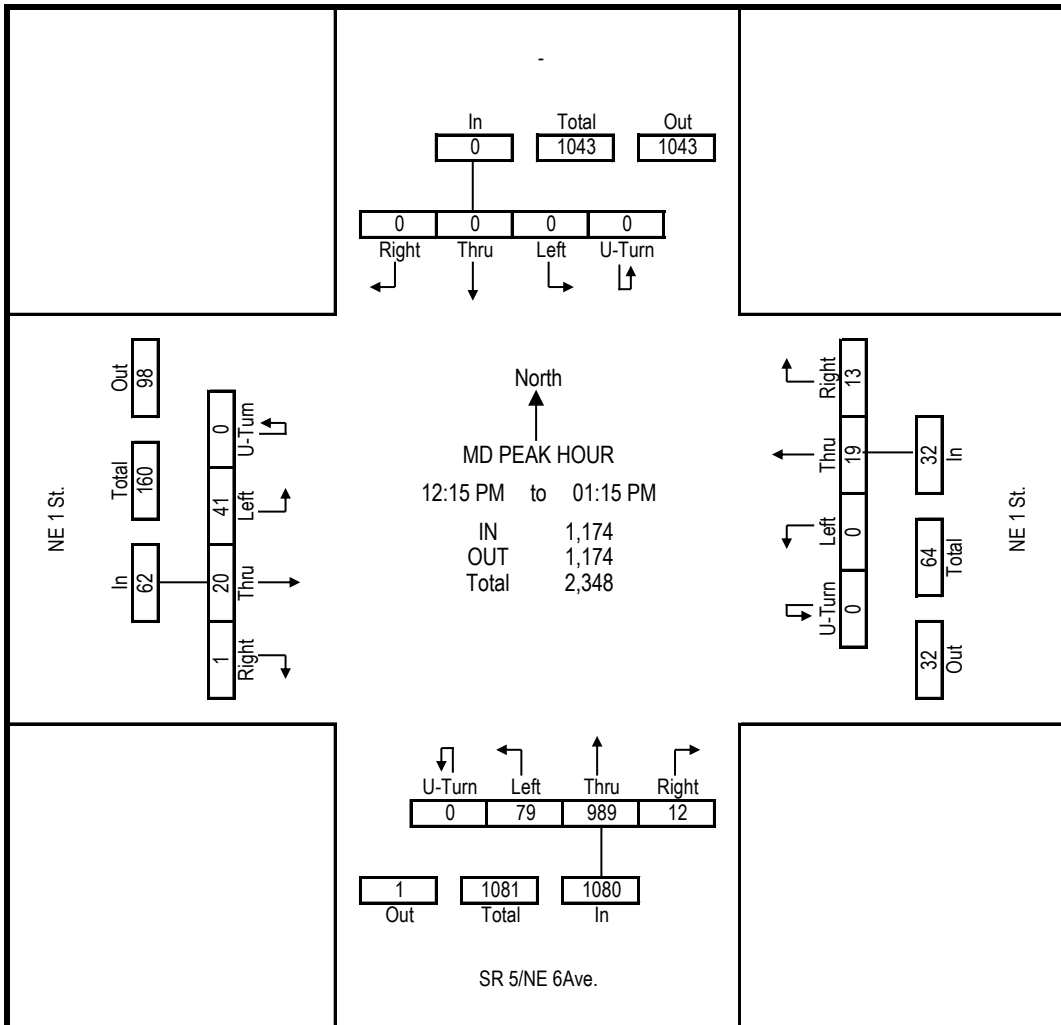
File Name: 20161004 TMC
Site Code: -
Count Date: 10/4/2016 (Tue.)
Page No: 3 of 7

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
12:15 PM	0	0	0	0	0	0	10	4	0	19	225	6	0	5	3	0	272
12:30 PM	0	0	0	0	0	0	3	1	0	22	234	2	0	14	11	1	288
12:45 PM	0	0	0	0	0	0	3	4	0	19	265	2	0	11	3	0	307
01:00 PM	0	0	0	0	0	0	3	4	0	19	265	2	0	11	3	0	307
Total	0	0	0	0	0	0	19	13	0	79	989	12	0	41	20	1	1174
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.475	0.813	0.000	0.898	0.933	0.500	0.000	0.732	0.455	0.250	0.96
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	8%	0%	0%	0%	0%	2%
App Vol %	0%	0%	0%	0%	0%	0%	59%	41%	0%	7%	92%	1%	0%	66%	32%	2%	

Intersection Peak Hour Analysis From 12:00 AM to 02:00 PM

Peak Hour for Entire Intersection Begins at : 12:15 PM to 01:15 PM



TRIDENT Engineering

10232 NW 47 Street
 Sunrise, FL 33351
 Tel.: 954-815-3265

File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/4/2016 (Tue.)
 Page No: 4 of 7

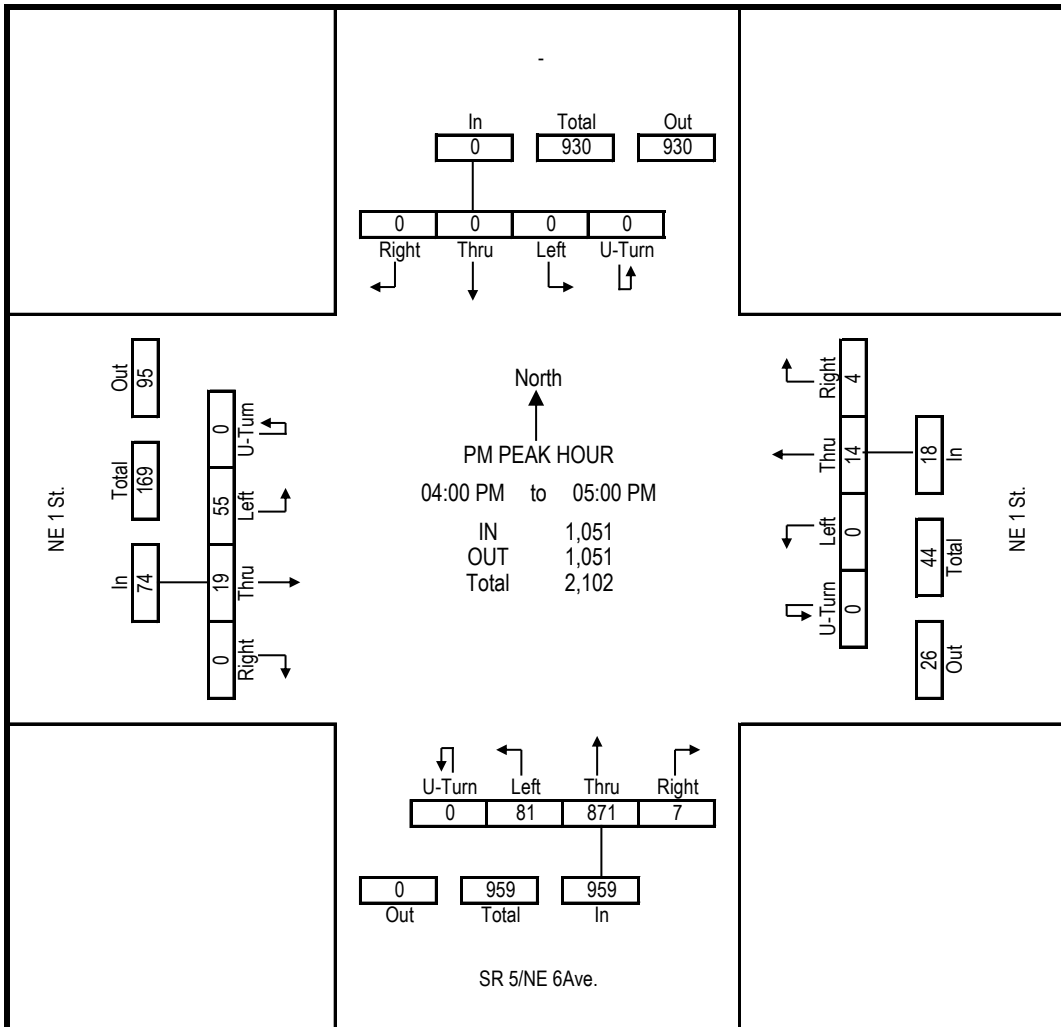
CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
04:00 PM	0	0	0	0	0	0	8	2	0	17	224	1	0	13	2	0	267
04:15 PM	0	0	0	0	0	0	1	0	0	22	217	1	0	8	7	0	256
04:30 PM	0	0	0	0	0	0	2	2	0	17	192	4	0	9	4	0	230
04:45 PM	0	0	0	0	0	0	3	0	0	25	238	1	0	25	6	0	298
Total	0	0	0	0	0	0	14	4	0	81	871	7	0	55	19	0	1051
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.500	0.000	0.810	0.915	0.438	0.000	0.550	0.679	0.000	0.88
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%	0%	0%	0%	1%
App Vol %	0%	0%	0%	0%	0%	0%	78%	22%	0%	8%	91%	1%	0%	74%	26%	0%	

Intersection Peak Hour Analysis From 04:00 PM to 07:00 PM

Peak Hour for Entire Intersection Begins at : 04:00 PM to 05:00 PM



TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/4/2016 (Tue.)
 Page No: 5 of 7

Groups Printed: Automobiles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	2	51	0	0	2	3	0	58
06:45 AM	0	0	0	0	0	0	0	0	0	3	62	0	0	4	4	0	73
Total	0	0	0	0	0	0	0	0	0	5	113	0	0	6	7	0	131
07:00 AM	0	0	0	0	0	0	4	0	0	5	79	1	0	3	1	0	93
07:15 AM	0	0	0	0	0	0	0	2	0	10	123	1	0	4	1	0	141
07:30 AM	0	0	0	0	0	0	2	1	0	1	138	2	0	6	6	0	156
07:45 AM	0	0	0	0	0	0	0	3	0	8	141	2	0	5	5	0	164
Total	0	0	0	0	0	0	6	6	0	24	481	6	0	18	13	0	554
08:00 AM	0	0	0	0	0	0	2	3	0	6	142	3	0	5	3	1	165
08:15 AM	0	0	0	0	0	0	5	0	0	8	153	3	0	1	6	0	176
08:30 AM	0	0	0	0	0	0	5	0	0	11	174	1	0	6	7	0	204
08:45 AM	0	0	0	0	0	0	3	1	0	13	141	2	0	7	7	2	176
Total	0	0	0	0	0	0	15	4	0	38	610	9	0	19	23	3	721
09:00 AM	0	0	0	0	0	0	5	1	0	18	181	0	0	5	3	0	213
09:15 AM	0	0	1	0	0	0	1	1	0	9	160	3	0	12	10	0	197
09:30 AM																	
09:45 AM																	
Total	0	0	1	0	0	0	6	2	0	27	341	3	0	17	13	0	410
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	7	3	0	25	204	2	0	15	14	0	270
12:15 PM	0	0	0	0	0	0	10	4	0	17	219	5	0	5	3	0	263
12:30 PM	0	0	0	0	0	0	3	1	0	22	230	2	0	14	11	1	284
12:45 PM	0	0	0	0	0	0	3	4	0	19	262	2	0	11	3	0	304
Total	0	0	0	0	0	0	23	12	0	83	915	11	0	45	31	1	1121
01:00 PM	0	0	0	0	0	0	8	5	0	21	233	0	0	8	5	0	280
01:15 PM	0	0	0	0	0	0	5	5	0	19	215	5	0	8	4	0	261
01:30 PM	0	0	0	0	0	0	5	2	0	15	201	1	0	10	6	0	240
01:45 PM	0	0	0	0	0	0	2	7	0	17	250	6	0	9	6	0	297
Total	0	0	0	0	0	0	20	19	0	72	899	12	0	35	21	0	1078
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	8	2	0	16	221	1	0	13	2	0	263
04:15 PM	0	0	0	0	0	0	1	0	0	22	215	1	0	8	7	0	254
04:30 PM	0	0	0	0	0	0	2	2	0	17	190	4	0	9	4	0	228
04:45 PM	0	0	0	0	0	0	3	0	0	22	237	1	0	25	6	0	294
Total	0	0	0	0	0	0	14	4	0	77	863	7	0	55	19	0	1039
05:00 PM	0	0	0	0	0	0	1	3	0	19	226	2	0	3	4	0	258
05:15 PM	0	0	0	0	0	0	1	3	0	12	216	1	0	6	7	0	246
05:30 PM	0	0	0	0	0	0	1	7	0	14	160	3	0	9	3	0	197
05:45 PM	0	0	0	0	0	0	3	3	0	11	172	2	0	10	6	0	207
Total	0	0	0	0	0	0	6	16	0	56	774	8	0	28	20	0	908
06:00 PM	0	0	0	0	0	0	3	0	0	21	174	1	0	13	0	0	212
06:15 PM	0	0	0	0	0	0	6	5	0	9	141	4	0	10	4	0	179
06:30 PM	0	0	0	0	0	0	3	2	0	13	139	0	0	19	2	0	178
06:45 PM	0	0	0	0	0	0	2	2	0	10	145	1	0	15	1	0	176
Total	0	0	0	0	0	0	14	9	0	53	599	6	0	57	7	0	745

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0114
 PROJECT: TMC
 COUNTY: BROWARD

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/4/2016 (Tue.)
 Page No: 6 of 7

Groups Printed: Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	2	0	0	7
Total	0	0	0	0	0	0	0	0	0	3	14	1	0	2	0	0	20
08:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	1	8	0	0	1	0	0	10
08:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	0	1	0	0	2	22	0	0	1	0	0	26
09:00 AM	0	0	0	0	0	0	0	0	0	3	4	0	0	1	0	0	8
09:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7
09:30 AM																	
09:45 AM																	
Total	0	0	0	0	0	0	0	0	0	3	11	0	0	1	0	0	15
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	9
12:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	20	1	0	0	0	0	24
01:00 PM	0	0	0	0	0	0	0	0	0	1	6	0	0	1	0	0	8
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
01:30 PM	0	0	0	0	0	0	1	0	0	0	5	1	0	0	1	0	8
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	4
Total	0	0	0	0	0	0	1	0	0	1	15	2	0	3	1	0	23
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161004 TMC
 Site Code: -
 Count Date: 10/4/2016 (Tue.)
 Page No: 7 of 7

Groups Printed: Bicyclists & Pedestrians

Start Time	Xing - Sheridan St. (north/south)	Xing - Park Rd. (east/west)	Xing - Sheridan St. (north/south)	Xing - Park Rd. (east/west)	Int Total
	West Side	North Side	East Side	South Side	
06:00 AM					
06:15 AM					
06:30 AM	0	0	0	0	0
06:45 AM	0	0	0	4	4
Total	0	0	0	4	4
07:00 AM	0	0	0	0	0
07:15 AM	1	0	1	0	2
07:30 AM	2	1	1	0	4
07:45 AM	1	0	1	3	5
Total	4	1	3	3	11
08:00 AM	0	0	0	1	1
08:15 AM	0	0	1	2	3
08:30 AM	0	0	1	1	2
08:45 AM	0	0	0	1	1
Total	0	0	2	5	7
09:00 AM	0	1	0	1	2
09:15 AM	0	1	0	0	1
09:30 AM					
09:45 AM					
Total	0	2	0	1	3
10:00 AM	***** BREAK *****				
10:15 AM	***** BREAK *****				
10:30 AM	***** BREAK *****				
10:45 AM	***** BREAK *****				
Total	***** BREAK *****				
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM	0	0	0	4	4
12:15 PM	0	2	0	2	4
12:30 PM	0	0	1	1	2
12:45 PM	0	2	0	0	2
Total	0	4	1	7	12
01:00 PM	1	0	1	1	3
01:15 PM	1	0	0	1	2
01:30 PM	0	1	2	1	4
01:45 PM	0	0	0	0	0
Total	2	1	3	3	9
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	0	1	0	0	1
04:15 PM	0	0	0	1	1
04:30 PM	0	0	2	0	2
04:45 PM	2	0	0	0	2
Total	2	1	2	1	6
05:00 PM	0	0	1	0	1
05:15 PM	0	0	3	0	3
05:30 PM	4	0	1	3	8
05:45 PM	1	0	0	1	2
Total	5	0	5	4	14
06:00 PM	0	0	0	5	5
06:15 PM	0	0	0	0	0
06:30 PM	0	0	2	0	2
06:45 PM	1	0	1	1	3
Total	0	0	0	3	10

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 1 of 7

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	2	15	1	0	0	0	0	18
06:45 AM	0	0	0	0	0	0	0	0	0	1	29	1	0	1	1	0	33
Total	0	0	0	0	0	0	0	0	0	3	44	2	0	1	1	0	51
07:00 AM	0	0	0	0	0	0	0	0	0	2	33	1	0	4	0	0	40
07:15 AM	0	0	0	0	0	0	2	1	0	3	30	0	0	2	0	0	38
07:30 AM	0	0	0	0	0	0	1	0	0	3	39	0	0	2	1	0	46
07:45 AM	0	0	0	0	0	0	0	0	0	2	32	1	0	2	3	0	40
Total	0	0	0	0	0	0	3	1	0	10	134	2	0	10	4	0	164
08:00 AM	0	0	0	0	0	0	0	0	0	2	51	0	0	3	0	0	56
08:15 AM	0	0	0	0	0	0	2	0	0	3	69	3	0	1	5	0	83
08:30 AM	0	0	0	0	0	0	2	1	0	5	69	0	0	0	2	0	79
08:45 AM	0	0	0	0	0	0	1	1	0	8	58	0	0	4	3	0	75
Total	0	0	0	0	0	0	5	2	0	18	247	3	0	8	10	0	293
09:00 AM	0	0	0	0	0	0	0	0	0	7	73	1	0	0	3	0	84
09:15 AM	0	0	0	0	0	0	1	0	0	10	90	3	0	2	5	0	111
09:30 AM																	
09:45 AM																	
Total	0	0	0	0	0	0	1	0	0	17	163	4	0	2	8	0	195
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	5	0	0	24	149	4	0	8	5	0	195
12:15 PM	0	0	0	0	0	0	7	3	0	17	142	1	0	13	6	0	189
12:30 PM	0	0	0	0	0	0	5	1	0	24	175	1	0	8	5	0	219
12:45 PM	0	0	0	0	0	0	4	2	0	23	140	4	0	9	4	0	186
Total	0	0	0	0	0	0	21	6	0	88	606	10	0	38	20	0	789
01:00 PM	0	0	0	0	0	0	7	3	0	17	146	4	0	6	7	0	190
01:15 PM	0	0	0	0	0	0	6	4	0	10	144	1	0	6	9	0	180
01:30 PM	0	0	0	0	0	0	1	3	0	21	138	0	0	9	5	0	177
01:45 PM	0	0	0	0	0	0	4	2	0	22	153	2	0	15	7	0	205
Total	0	0	0	0	0	0	18	12	0	70	581	7	0	36	28	0	752
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	6	1	0	26	145	2	0	13	11	0	204
04:15 PM	0	0	0	0	0	0	16	3	0	34	161	2	0	10	13	0	239
04:30 PM	0	0	0	0	0	0	4	2	0	20	157	2	0	10	11	0	206
04:45 PM	0	0	0	0	0	0	7	2	0	24	140	0	0	9	9	0	191
Total	0	0	0	0	0	0	33	8	0	104	603	6	0	42	44	0	840
05:00 PM	0	0	0	0	0	0	4	3	0	16	154	1	0	13	13	0	204
05:15 PM	0	0	0	0	0	0	3	1	0	31	139	1	0	13	9	0	197
05:30 PM	0	0	0	0	0	0	7	4	0	12	143	3	0	12	4	0	185
05:45 PM	0	0	0	0	0	0	6	3	0	28	147	1	0	13	11	0	209
Total	0	0	0	0	0	0	20	11	0	87	583	6	0	51	37	0	795
06:00 PM	0	0	0	0	0	0	7	1	0	21	135	3	0	13	2	0	182
06:15 PM	0	0	0	0	0	0	2	6	0	15	136	2	0	14	7	0	182
06:30 PM	0	0	0	0	0	0	2	5	0	18	122	2	0	7	4	0	160
06:45 PM	0	0	0	0	0	0	2	1	0	17	131	1	0	12	6	0	170
Total	0	0	0	0	0	0	13	13	0	71	524	8	0	46	19	0	694

TRIDENT Engineering

10232 NW 47 Street
 Sunrise, FL 33351
 Tel.: 954-815-3265

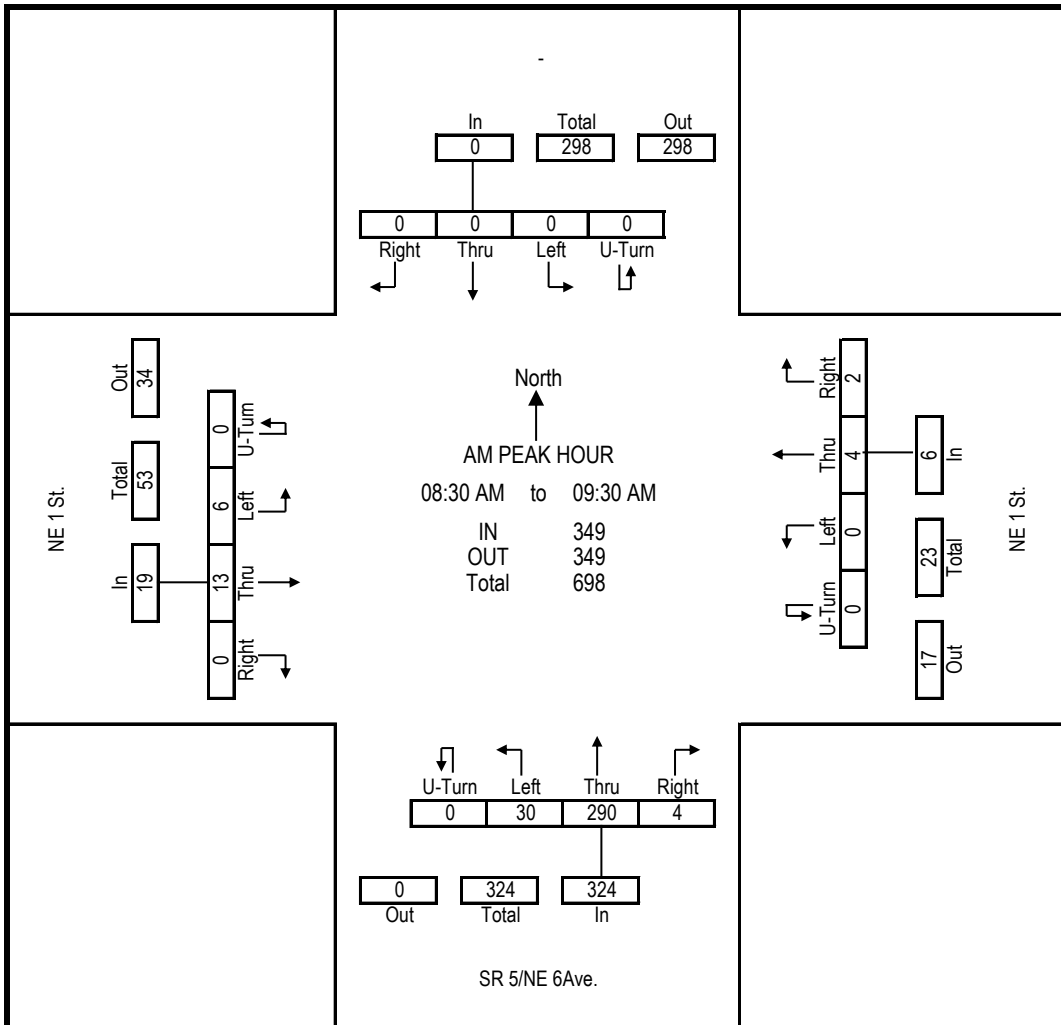
File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 2 of 7

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
08:30 AM	0	0	0	0	0	0	2	1	0	5	69	0	0	0	2	0	79
08:45 AM	0	0	0	0	0	0	1	1	0	8	58	0	0	4	3	0	75
09:00 AM	0	0	0	0	0	0	0	0	0	7	73	1	0	0	3	0	84
09:15 AM	0	0	0	0	0	0	1	0	0	10	90	3	0	2	5	0	111
Total	0	0	0	0	0	0	4	2	0	30	290	4	0	6	13	0	349
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.750	0.806	0.333	0.000	0.375	0.650	0.000	0.79
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	7%	0%	1%
App Vol %	0%	0%	0%	0%	0%	0%	67%	33%	0%	9%	90%	1%	0%	32%	68%	0%	

Intersection Peak Hour Analysis From 06:30 AM to 9:30 AM
 Peak Hour for Entire Intersection Begins at : 08:30 AM to 09:30 AM



TRIDENT Engineering

62 Gables Boulevard
 Fort Lauderdale, FL 33326
 Tel.: 954-815-3265

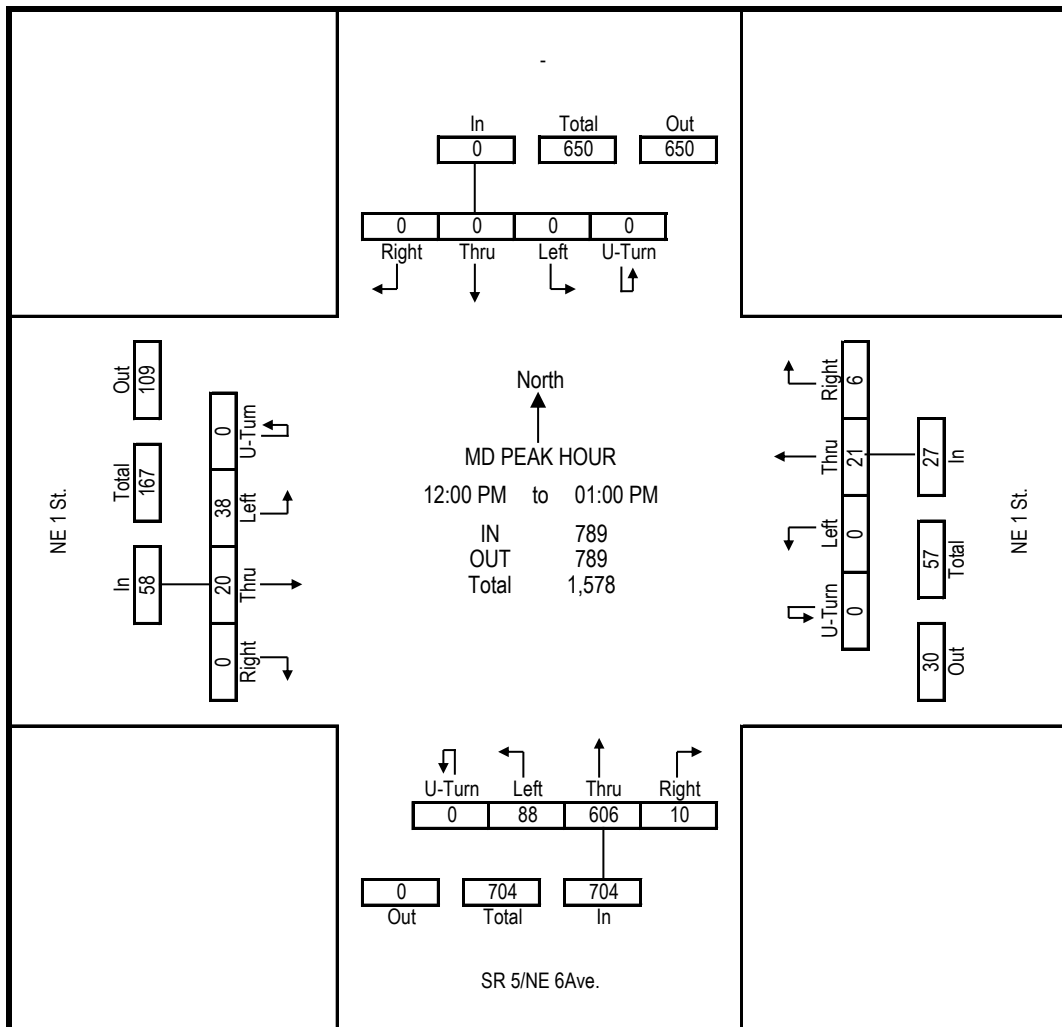
CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 3 of 7

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
12:00 PM	0	0	0	0	0	0	5	0	0	24	149	4	0	8	5	0	195
12:15 PM	0	0	0	0	0	0	7	3	0	17	142	1	0	13	6	0	189
12:30 PM	0	0	0	0	0	0	5	1	0	24	175	1	0	8	5	0	219
12:45 PM	0	0	0	0	0	0	4	2	0	23	140	4	0	9	4	0	186
Total	0	0	0	0	0	0	21	6	0	88	606	10	0	38	20	0	789
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.917	0.866	0.625	0.000	0.731	0.833	0.000	0.90
Heavy Veh %	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	1%	0%	0%	0%	5%	0%	1%
App Vol %	0%	0%	0%	0%	0%	0%	78%	22%	0%	13%	86%	1%	0%	66%	34%	0%	

Intersection Peak Hour Analysis From 12:00 AM to 02:00 PM
 Peak Hour for Entire Intersection Begins at : 12:00 PM to 01:00 PM



TRIDENT Engineering

10232 NW 47 Street
 Sunrise, FL 33351
 Tel.: 954-815-3265

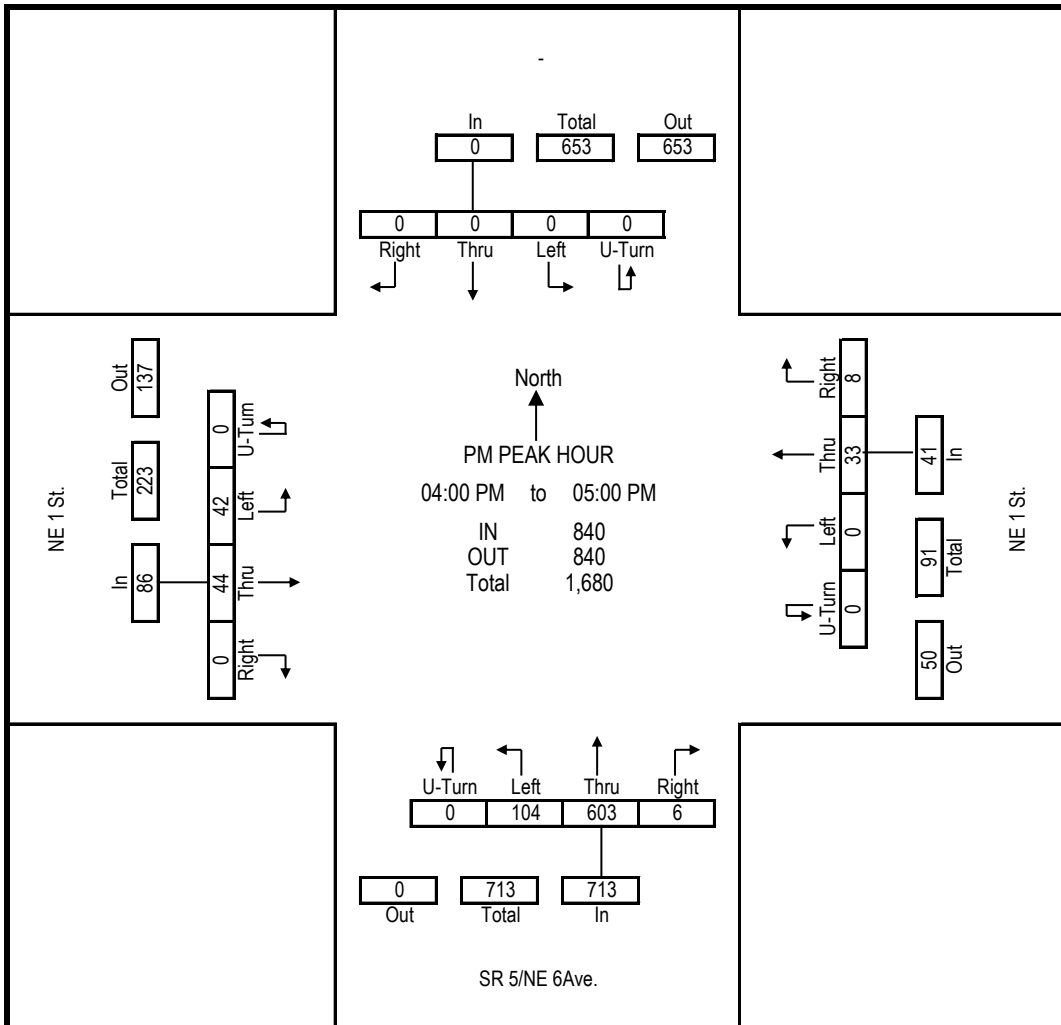
File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 4 of 7

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

Groups Printed: Automobiles & Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
04:00 PM	0	0	0	0	0	0	6	1	0	26	145	2	0	13	11	0	204
04:15 PM	0	0	0	0	0	0	16	3	0	34	161	2	0	10	13	0	239
04:30 PM	0	0	0	0	0	0	4	2	0	20	157	2	0	10	11	0	206
04:45 PM	0	0	0	0	0	0	7	2	0	24	140	0	0	9	9	0	191
Total	0	0	0	0	0	0	33	8	0	104	603	6	0	42	44	0	840
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.516	0.667	0.000	0.765	0.936	0.750	0.000	0.808	0.846	0.000	0.88
Heavy Veh %	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%
App Vol %	0%	0%	0%	0%	0%	0%	80%	20%	0%	15%	85%	1%	0%	49%	51%	0%	

Intersection Peak Hour Analysis From 04:00 PM to 07:00 PM
 Peak Hour for Entire Intersection Begins at : 04:00 PM to 05:00 PM



TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 5 of 7

Groups Printed: Automobiles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	1	15	1	0	0	0	0	17
06:45 AM	0	0	0	0	0	0	0	0	0	1	29	1	0	1	1	0	33
Total	0	0	0	0	0	0	0	0	0	2	44	2	0	1	1	0	50
07:00 AM	0	0	0	0	0	0	0	0	0	2	31	1	0	4	0	0	38
07:15 AM	0	0	0	0	0	0	2	1	0	3	30	0	0	2	0	0	38
07:30 AM	0	0	0	0	0	0	1	0	0	3	38	0	0	2	1	0	45
07:45 AM	0	0	0	0	0	0	0	0	0	1	31	1	0	2	2	0	37
Total	0	0	0	0	0	0	3	1	0	9	130	2	0	10	3	0	158
08:00 AM	0	0	0	0	0	0	0	0	0	2	50	0	0	3	0	0	55
08:15 AM	0	0	0	0	0	0	2	0	0	3	67	3	0	1	5	0	81
08:30 AM	0	0	0	0	0	0	2	1	0	5	69	0	0	0	1	0	78
08:45 AM	0	0	0	0	0	0	1	1	0	8	58	0	0	4	3	0	75
Total	0	0	0	0	0	0	5	2	0	18	244	3	0	8	9	0	289
09:00 AM	0	0	0	0	0	0	0	0	0	7	72	1	0	0	3	0	83
09:15 AM	0	0	0	0	0	0	1	0	0	10	88	3	0	2	5	0	109
09:30 AM																	
09:45 AM																	
Total	0	0	0	0	0	0	1	0	0	17	160	4	0	2	8	0	192
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	5	0	0	24	149	4	0	8	5	0	195
12:15 PM	0	0	0	0	0	0	7	3	0	17	140	1	0	13	6	0	187
12:30 PM	0	0	0	0	0	0	4	1	0	24	173	1	0	8	4	0	215
12:45 PM	0	0	0	0	0	0	4	2	0	23	139	4	0	9	4	0	185
Total	0	0	0	0	0	0	20	6	0	88	601	10	0	38	19	0	782
01:00 PM	0	0	0	0	0	0	7	3	0	16	145	4	0	6	7	0	188
01:15 PM	0	0	0	0	0	0	6	4	0	10	142	1	0	6	9	0	178
01:30 PM	0	0	0	0	0	0	1	3	0	20	137	0	0	9	5	0	175
01:45 PM	0	0	0	0	0	0	4	2	0	22	153	2	0	15	7	0	205
Total	0	0	0	0	0	0	18	12	0	68	577	7	0	36	28	0	746
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	6	1	0	25	144	2	0	13	11	0	202
04:15 PM	0	0	0	0	0	0	15	3	0	34	159	2	0	10	13	0	236
04:30 PM	0	0	0	0	0	0	4	2	0	20	156	2	0	10	11	0	205
04:45 PM	0	0	0	0	0	0	7	2	0	24	138	0	0	9	9	0	189
Total	0	0	0	0	0	0	32	8	0	103	597	6	0	42	44	0	832
05:00 PM	0	0	0	0	0	0	4	3	0	16	154	1	0	13	13	0	204
05:15 PM	0	0	0	0	0	0	3	1	0	31	138	1	0	13	9	0	196
05:30 PM	0	0	0	0	0	0	7	4	0	12	142	3	0	12	4	0	184
05:45 PM	0	0	0	0	0	0	6	3	0	28	146	1	0	13	11	0	208
Total	0	0	0	0	0	0	20	11	0	87	580	6	0	51	37	0	792
06:00 PM	0	0	0	0	0	0	7	1	0	21	134	3	0	13	2	0	181
06:15 PM	0	0	0	0	0	0	2	6	0	15	134	2	0	14	7	0	180
06:30 PM	0	0	0	0	0	0	2	5	0	18	121	2	0	7	4	0	159
06:45 PM	0	0	0	0	0	0	2	1	0	17	131	1	0	12	6	0	170
Total	0	0	0	0	0	0	13	13	0	71	520	8	0	46	19	0	690

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0114
 PROJECT: TMC
 COUNTY: BROWARD

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 6 of 7

Groups Printed: Heavy Vehicles

Start Time	Southbound				NE 1 St. Westbound				SR 5/NE 6Ave. Northbound				NE 1 St. Eastbound				Int Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
06:00 AM																	
06:15 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
Total	0	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
09:30 AM																	
09:45 AM																	
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
10:00 AM	*****BREAK*****																
10:15 AM	*****BREAK*****																
10:30 AM	*****BREAK*****																
10:45 AM	*****BREAK*****																
Total	*****BREAK*****																
11:00 AM	*****BREAK*****																
11:15 AM	*****BREAK*****																
11:30 AM	*****BREAK*****																
11:45 AM	*****BREAK*****																
Total	*****BREAK*****																
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	5	0	0	0	1	0	7
01:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
02:00 PM	*****BREAK*****																
02:15 PM	*****BREAK*****																
02:30 PM	*****BREAK*****																
02:45 PM	*****BREAK*****																
Total	*****BREAK*****																
03:00 PM	*****BREAK*****																
03:15 PM	*****BREAK*****																
03:30 PM	*****BREAK*****																
03:45 PM	*****BREAK*****																
Total	*****BREAK*****																
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	6	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4

TRIDENT Engineering

CLIENT: CalTran
 JOB No: 2016-0115
 PROJECT: TMC
 COUNTY: Palm Beach

10232 NW 47 Street
 Sunrise, FL 33351
 TEL: 954-815-3265

File Name: 20161016 TMC
 Site Code: -
 Count Date: 10/16/2016 (Sun.)
 Page No: 7 of 7

Groups Printed: Bicyclists & Pedestrians

Start Time	Xing - Sheridan St. (north/south)	Xing - Park Rd. (east/west)	Xing - Sheridan St. (north/south)	Xing - Park Rd. (east/west)	Int Total
	West Side	North Side	East Side	South Side	
06:00 AM					
06:15 AM					
06:30 AM	0	0	0	0	0
06:45 AM	0	0	0	0	0
Total	0	0	0	0	0
07:00 AM	1	0	0	0	1
07:15 AM	0	0	0	0	0
07:30 AM	2	0	0	0	2
07:45 AM	2	0	0	0	2
Total	5	0	0	0	5
08:00 AM	2	0	0	0	2
08:15 AM	4	0	0	0	4
08:30 AM	0	0	0	0	0
08:45 AM	1	0	0	0	1
Total	7	0	0	0	7
09:00 AM	0	0	0	0	0
09:15 AM	1	0	0	0	1
09:30 AM					
09:45 AM					
Total	1	0	0	0	1
10:00 AM	***** BREAK *****				
10:15 AM	***** BREAK *****				
10:30 AM	***** BREAK *****				
10:45 AM	***** BREAK *****				
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM	3	0	0	0	3
12:15 PM	2	0	0	0	2
12:30 PM	1	0	0	0	1
12:45 PM	3	0	0	0	3
Total	9	0	0	0	9
01:00 PM	0	0	0	0	0
01:15 PM	2	0	0	0	2
01:30 PM	3	0	0	0	3
01:45 PM	0	0	0	0	0
Total	5	0	0	0	5
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	0	0	0	0	0
04:15 PM	1	0	0	0	1
04:30 PM	1	0	0	0	1
04:45 PM	3	0	0	0	3
Total	5	0	0	0	5
05:00 PM	3	0	0	0	3
05:15 PM	2	0	0	0	2
05:30 PM	0	0	0	0	0
05:45 PM	0	0	0	0	0
Total	5	0	0	0	5
06:00 PM	0	0	0	0	0
06:15 PM	0	0	0	0	0
06:30 PM	2	0	0	0	2
06:45 PM	1	0	0	0	1
Total	0 0 0 3	0 0 0 0	0 0 0 0	0 0 0 0	3

APPENDIX F

Speed Data

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Thu. - 10/13/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/13/16	0	0	0	3	7	5	2	0	0	0	0	0	0	0	17
00:15	0	0	0	3	6	0	0	0	0	0	0	0	0	0	9
00:30	2	0	1	4	4	0	0	0	0	0	0	0	0	0	11
00:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	5	0	1	10	17	5	2	0	0	0	0	0	0	0	40
01:15	4	1	1	3	2	0	0	0	0	0	0	0	0	0	11
01:30	5	0	1	6	1	0	1	0	0	0	0	0	0	0	14
01:45	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:15	9	1	3	10	8	1	1	0	0	0	0	0	0	0	33
02:30	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
02:45	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8
03:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
03:15	0	1	0	3	1	1	0	0	0	0	0	0	0	0	6
03:30	0	1	1	11	7	2	1	0	0	0	0	0	0	0	23
03:45	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
04:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	1	4	2	1	0	0	0	0	0	0	0	0	3
05:00	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
05:15	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
05:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
06:00	0	2	4	7	7	0	0	0	0	0	0	0	0	0	10
06:15	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
06:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
06:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
07:00	0	0	3	7	7	0	0	0	0	0	0	0	0	0	6
07:15	0	0	2	2	1	0	0	1	0	0	0	0	0	0	5
07:30	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
07:45	2	1	2	0	3	1	0	0	0	0	0	0	0	0	9
08:00	0	0	0	9	2	0	1	0	0	0	0	0	0	0	12
08:15	2	1	4	11	9	3	1	1	0	0	0	0	0	0	32
08:30	3	3	4	4	4	1	0	0	0	0	0	0	0	0	19
08:45	0	1	2	6	7	1	0	0	0	0	0	0	0	0	17
09:00	0	1	3	6	7	1	0	0	0	0	0	0	0	0	18
09:15	0	0	0	6	15	3	0	0	0	0	0	0	0	0	24
09:30	3	5	9	22	33	6	0	0	0	0	0	0	0	0	78
09:45	1	0	3	13	19	1	1	0	0	0	0	0	0	0	38
10:00	0	2	7	20	14	7	1	0	0	0	0	0	0	0	51
10:15	0	0	5	36	20	5	0	0	0	0	0	0	0	0	66
10:30	0	0	2	32	30	4	0	0	1	0	0	0	0	0	69
10:45	1	2	17	101	83	17	2	0	1	0	0	0	0	0	224
11:00	0	0	10	37	15	5	0	0	0	0	0	0	0	0	67
11:15	1	1	6	25	19	3	0	0	0	0	0	0	0	0	55
11:30	1	1	7	36	24	3	0	0	0	0	0	0	0	0	72
11:45	0	0	9	29	26	5	1	0	0	0	0	0	0	0	70
12:00	2	2	32	127	84	16	1	0	0	0	0	0	0	0	264
12:15	0	0	10	38	29	4	1	0	0	0	0	0	0	0	82
12:30	2	1	17	53	15	2	0	0	0	0	0	0	0	0	90
12:45	0	0	12	26	27	3	1	0	0	0	0	0	0	0	69
13:00	0	0	12	38	23	5	0	0	0	0	0	0	0	0	78
13:15	2	1	51	155	94	14	2	0	0	0	0	0	0	0	319
13:30	3	1	13	35	18	5	0	0	0	0	0	0	0	0	75
13:45	3	1	15	62	18	2	0	0	0	0	0	0	0	0	101
14:00	0	1	7	40	29	0	0	0	0	0	0	0	0	0	77
14:15	0	0	10	41	20	3	0	0	0	0	0	0	0	0	74
14:30	6	3	45	178	85	10	0	0	0	0	0	0	0	0	327
14:45	2	1	22	44	30	0	0	0	0	0	0	0	0	0	99
15:00	3	1	12	47	24	1	0	0	0	0	0	0	0	0	88
15:15	0	2	10	46	27	2	0	0	0	0	0	0	0	0	87
15:30	0	1	12	43	26	4	0	1	0	0	0	0	0	0	87
15:45	5	5	56	180	107	7	0	1	0	0	0	0	0	0	361
Total	35	23	223	816	536	82	10	2	1	0	0	0	0	0	1728

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Thu. - 10/13/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	2	0	19	40	25	6	1	0	0	0	0	0	0	0	93
12:15	5	2	17	32	26	3	0	0	0	0	0	0	0	0	85
12:30	6	0	15	54	23	4	0	0	0	0	0	0	0	0	102
12:45	5	1	24	59	20	1	0	0	0	0	0	0	0	0	110
13:00	18	3	75	185	94	14	1	0	0	0	0	0	0	0	390
13:15	7	4	25	49	25	4	1	0	0	0	0	0	0	0	115
13:30	2	0	16	51	22	3	0	0	0	0	0	0	0	0	94
13:45	4	1	20	56	25	0	2	0	0	0	0	0	0	0	108
14:00	1	1	16	50	21	2	0	1	0	0	0	0	0	0	92
14:15	14	6	77	206	93	9	3	1	0	0	0	0	0	0	409
14:30	6	0	23	53	27	3	0	0	0	0	0	0	0	0	112
14:45	6	2	22	41	17	2	0	0	0	0	0	0	0	0	90
15:00	8	1	40	46	23	5	0	0	0	0	0	0	0	0	123
15:15	3	5	26	51	29	2	0	0	0	0	0	0	0	0	116
15:30	23	8	111	191	96	12	0	0	0	0	0	0	0	0	441
15:45	5	1	21	69	17	3	0	0	0	0	0	0	0	0	116
16:00	7	4	30	50	11	3	0	0	0	0	0	0	0	0	105
16:15	1	3	38	89	11	2	0	0	0	0	0	0	0	0	144
16:30	4	3	29	54	26	2	1	0	0	0	0	0	0	0	119
16:45	17	11	118	262	65	10	1	0	0	0	0	0	0	0	484
17:00	2	3	29	73	30	2	1	0	0	0	0	0	0	0	140
17:15	1	7	23	63	32	4	1	0	0	0	0	0	0	0	131
17:30	3	1	26	91	36	4	0	0	0	0	0	0	0	0	161
17:45	1	3	15	73	36	4	0	0	0	0	0	0	0	0	132
18:00	7	14	93	300	134	14	2	0	0	0	0	0	0	0	564
18:15	3	5	20	89	40	2	1	0	0	0	0	0	0	0	160
18:30	4	5	22	63	49	4	0	0	0	0	0	0	0	0	147
18:45	0	3	17	106	41	3	0	0	0	0	0	0	0	0	170
19:00	8	2	33	69	26	4	0	0	0	0	0	0	0	0	142
19:15	15	15	92	327	156	13	1	0	0	0	0	0	0	0	619
19:30	2	0	50	77	28	3	0	0	0	0	0	0	0	0	160
19:45	1	1	19	73	25	1	0	0	0	0	0	0	0	0	120
20:00	2	0	25	51	35	5	0	1	0	0	0	0	0	0	119
20:15	1	3	14	44	14	2	0	0	0	0	0	0	0	0	78
20:30	6	4	108	245	102	11	0	1	0	0	0	0	0	0	477
20:45	2	2	12	39	18	3	0	0	0	0	0	0	0	0	76
21:00	2	3	23	42	21	0	0	0	0	0	0	0	0	0	91
21:15	0	0	27	48	12	0	0	0	0	0	0	0	0	0	87
21:30	0	2	16	24	19	3	0	0	0	0	0	0	0	0	64
21:45	4	7	78	153	70	6	0	0	0	0	0	0	0	0	318
22:00	1	1	10	42	13	4	2	0	0	0	0	0	0	0	73
22:15	0	3	6	31	20	6	0	0	0	0	0	0	0	0	66
22:30	1	2	8	34	12	3	0	0	0	0	0	0	0	0	60
22:45	2	1	9	30	13	8	0	0	0	0	0	0	0	0	63
23:00	4	7	33	137	58	21	2	0	0	0	0	0	0	0	262
23:15	0	0	14	23	19	2	0	0	0	0	0	0	0	0	58
23:30	0	0	9	18	13	2	0	0	0	0	0	0	0	0	42
23:45	1	1	9	24	15	3	2	0	0	0	0	0	0	0	55
00:00	1	0	4	17	12	1	0	0	0	0	0	0	0	0	35
00:15	2	1	36	82	59	8	2	0	0	0	0	0	0	0	190
00:30	0	1	9	33	9	1	0	0	0	0	0	0	0	0	53
00:45	0	0	8	14	8	2	0	0	0	0	0	0	0	0	32
01:00	0	0	7	21	15	1	1	1	0	0	0	0	0	0	46
01:15	0	0	2	11	12	4	0	0	0	0	0	0	0	0	29
01:30	0	1	26	79	44	8	1	1	0	0	0	0	0	0	160
01:45	0	1	5	12	13	1	0	0	0	0	0	0	0	0	32
02:00	0	0	4	9	17	2	0	0	0	0	0	0	0	0	32
02:15	0	2	2	8	15	1	0	0	0	0	0	0	0	0	28
02:30	2	0	7	10	8	1	0	0	0	0	0	0	0	0	28
02:45	2	3	18	39	53	5	0	0	0	0	0	0	0	0	120
Total	112	80	865	2206	1024	131	13	3	0	0	0	0	0	0	4434
Grand Total	147	103	1088	3022	1560	213	23	5	1	0	0	0	0	0	6162

15th Percentile : 23 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 4582
 Percent in Pace : 74.4%
 Number of Vehicles > 35 MPH : 242
 Percent of Vehicles > 35 MPH : 3.9%

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Fri. - 10/14/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
10/14/16	0	0	2	11	7	0	0	0	0	0	0	0	0	0	20
00:15	0	0	2	5	4	1	0	0	0	0	0	0	0	0	12
00:30	0	0	0	5	5	0	0	0	0	0	0	0	0	0	10
00:45	0	0	1	5	8	2	0	0	0	0	0	0	0	0	16
01:00	0	0	5	26	24	3	0	0	0	0	0	0	0	0	58
01:15	0	0	4	5	3	0	0	0	0	0	0	0	0	0	12
01:30	0	0	0	5	2	1	0	0	1	1	0	0	0	0	10
01:45	0	0	0	2	4	1	0	0	0	0	0	0	0	0	7
02:00	0	0	2	2	3	2	0	0	0	0	0	0	0	0	9
02:15	0	0	6	14	12	4	0	0	1	1	0	0	0	0	38
02:30	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8
02:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
03:15	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
03:30	0	0	1	6	8	3	1	0	0	0	0	0	0	0	19
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
04:45	1	0	0	1	1	1	0	0	0	0	0	0	0	0	4
05:00	1	0	1	3	5	2	0	0	0	0	0	0	0	0	12
05:15	0	1	1	3	3	0	0	0	0	0	0	0	0	0	8
05:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
05:45	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
06:00	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
06:15	0	1	2	10	11	1	0	0	0	0	0	0	0	0	25
06:30	0	0	0	8	7	2	0	0	0	0	0	0	0	0	17
06:45	0	0	4	7	8	0	0	0	0	0	0	0	0	0	19
07:00	0	0	1	4	12	1	1	0	0	0	0	0	0	0	19
07:15	0	0	3	14	19	2	0	0	0	0	0	0	0	0	38
07:30	0	0	8	33	46	5	1	0	0	0	0	0	0	0	93
07:45	0	0	5	14	11	5	0	0	0	0	0	0	0	0	35
08:00	1	4	3	19	23	4	0	0	0	0	0	0	0	0	54
08:15	1	0	4	29	27	0	0	0	0	0	0	0	0	0	61
08:30	0	0	5	35	26	2	0	0	0	0	0	0	0	0	68
08:45	2	4	17	97	87	11	0	0	0	0	0	0	0	0	218
09:00	0	0	14	28	16	2	0	0	0	0	0	0	0	0	60
09:15	0	0	13	23	25	3	0	0	0	0	0	0	0	0	64
09:30	0	0	13	30	11	7	0	0	0	0	0	0	0	0	61
09:45	2	0	4	25	40	7	2	0	0	0	0	0	0	0	80
10:00	2	0	44	106	92	19	2	0	0	0	0	0	0	0	265
10:15	0	0	6	34	36	6	0	0	0	0	0	0	0	0	82
10:30	0	1	11	33	32	3	0	0	0	0	0	0	0	0	80
10:45	2	0	13	29	22	5	1	0	0	0	0	0	0	0	72
11:00	2	1	18	33	20	6	0	0	0	0	0	0	0	0	80
11:15	4	2	48	129	110	20	1	0	0	0	0	0	0	0	314
11:30	0	2	24	31	9	2	0	2	0	0	0	0	0	0	70
11:45	2	1	16	35	21	2	1	0	0	0	0	0	0	0	78
Total	3	0	8	34	40	4	0	0	0	0	0	0	0	0	89
	4	0	11	39	31	1	0	0	0	0	0	0	0	0	86
	9	3	59	139	101	9	1	2	0	0	0	0	0	0	323
11:00	5	0	35	49	23	1	0	0	0	0	0	0	0	0	113
11:15	1	1	18	45	25	1	0	0	0	0	0	0	0	0	91
11:30	2	1	18	61	14	1	0	0	0	0	0	0	0	0	97
11:45	0	1	19	43	28	2	0	0	0	0	0	0	0	0	93
	8	3	90	198	90	5	0	0	0	0	0	0	0	0	394
Total	26	14	281	764	587	83	6	2	1	1	0	0	0	0	1765

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Fri. - 10/14/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	4	0	31	62	21	4	0	0	0	0	0	0	0	0	122
12:15	4	1	21	46	30	2	1	0	0	0	0	0	0	0	105
12:30	1	0	12	48	31	4	0	0	0	0	0	0	0	0	96
12:45	2	3	16	67	25	3	1	0	0	0	0	0	0	0	117
	11	4	80	223	107	13	2	0	0	0	0	0	0	0	440
13:00	1	4	16	49	32	4	0	0	0	0	0	0	0	0	106
13:15	7	0	15	56	24	4	1	0	0	0	0	0	0	0	107
13:30	6	0	25	72	26	4	1	0	0	0	0	0	0	0	134
13:45	6	0	15	63	26	2	0	0	0	0	0	0	0	0	112
	20	4	71	240	108	14	2	0	0	0	0	0	0	0	459
14:00	9	0	13	58	20	3	0	0	0	0	0	0	0	0	103
14:15	4	0	21	54	35	8	1	0	0	0	0	0	0	0	123
14:30	10	0	22	67	21	3	0	1	0	0	0	0	0	0	124
14:45	6	0	22	67	28	6	1	0	0	0	0	0	0	0	130
	29	0	78	246	104	20	2	1	0	0	0	0	0	0	480
15:00	8	0	9	57	45	4	0	0	0	0	0	0	0	0	123
15:15	7	1	17	55	37	2	0	0	0	0	0	0	0	0	119
15:30	8	1	17	57	48	5	0	0	0	0	0	0	0	0	136
15:45	5	0	25	75	32	3	0	0	0	0	0	0	0	0	140
	28	2	68	244	162	14	0	0	0	0	0	0	0	0	518
16:00	5	1	14	77	28	3	0	0	0	0	0	0	0	0	128
16:15	7	0	17	74	35	1	3	0	0	0	0	0	0	0	137
16:30	9	1	29	81	35	4	1	0	0	0	0	0	0	0	160
16:45	5	1	15	67	29	0	0	0	0	0	0	0	0	0	117
	26	3	75	299	127	8	4	0	0	0	0	0	0	0	542
17:00	2	0	19	80	47	5	0	0	0	0	0	0	0	0	153
17:15	3	8	48	68	22	2	0	0	0	0	0	0	0	0	151
17:30	2	0	21	103	33	3	0	0	0	0	0	0	0	0	162
17:45	0	0	30	73	45	2	0	0	0	0	0	0	0	0	150
	7	8	118	324	147	12	0	0	0	0	0	0	0	0	616
18:00	5	2	36	68	26	6	0	0	0	0	0	0	0	0	143
18:15	5	12	35	67	18	2	0	0	0	0	0	0	0	0	139
18:30	3	2	30	60	28	5	0	0	0	0	0	0	0	0	128
18:45	5	2	27	54	27	2	0	0	0	0	0	0	0	0	117
	18	18	128	249	99	15	0	0	0	0	0	0	0	0	527
19:00	1	4	32	41	16	2	0	0	0	0	0	0	0	0	96
19:15	7	7	40	34	17	0	0	0	0	0	0	0	0	0	105
19:30	7	12	35	36	8	3	1	0	0	0	0	0	0	0	102
19:45	2	3	12	39	8	1	0	0	0	0	0	0	0	0	65
	17	26	119	150	49	6	1	0	0	0	0	0	0	0	368
20:00	5	4	18	22	3	2	0	0	0	0	0	0	0	0	54
20:15	0	4	22	31	11	1	1	0	0	0	0	0	0	0	70
20:30	2	2	24	26	14	4	0	0	0	0	0	0	0	0	72
20:45	3	10	8	37	17	0	0	0	0	0	0	0	0	0	75
	10	20	72	116	45	7	1	0	0	0	0	0	0	0	271
21:00	4	4	9	41	10	1	0	0	0	0	0	0	0	0	69
21:15	1	0	12	34	12	1	0	0	0	0	0	0	0	0	60
21:30	1	1	15	24	12	2	0	0	0	0	0	0	0	0	55
21:45	0	2	16	24	16	1	0	0	0	0	0	0	0	0	59
	6	7	52	123	50	5	0	0	0	0	0	0	0	0	243
22:00	2	6	24	28	12	1	0	0	0	0	0	0	0	0	73
22:15	1	1	17	15	13	6	1	0	0	0	0	0	0	0	54
22:30	1	3	4	15	23	2	0	0	0	0	0	0	0	0	48
22:45	0	0	6	27	12	1	0	0	0	0	0	0	0	0	46
	4	10	51	85	60	10	1	0	0	0	0	0	0	0	221
23:00	1	1	5	21	23	2	1	0	0	0	0	0	0	0	54
23:15	0	1	8	14	5	3	0	0	0	0	0	0	0	0	31
23:30	0	1	4	15	11	3	0	1	0	0	0	0	0	0	35
23:45	0	2	1	15	12	0	0	0	0	0	0	0	0	0	30
	1	5	18	65	51	8	1	1	0	0	0	0	0	0	150
Total	177	107	930	2364	1109	132	14	2	0	0	0	0	0	0	4835
Grand Total	203	121	1211	3128	1696	215	20	4	1	1	0	0	0	0	6600

15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 4824
 Percent in Pace : 73.1%
 Number of Vehicles > 35 MPH : 241
 Percent of Vehicles > 35 MPH : 3.7%

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Sat. - 10/15/2016)

NB															
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/15/16	0	0	1	13	12	1	0	1	0	0	0	0	0	0	28
00:15	0	0	3	9	8	2	0	0	0	0	0	0	0	0	22
00:30	0	0	3	8	11	1	0	0	0	0	0	0	0	0	23
00:45	0	0	2	13	14	3	0	0	0	0	0	0	0	0	32
01:00	0	0	9	43	45	7	0	1	0	0	0	0	0	0	105
01:15	0	2	3	7	2	1	0	0	0	0	0	0	0	0	15
01:30	0	0	1	6	7	2	0	0	0	0	0	0	0	0	16
01:45	0	1	3	3	4	2	1	0	0	0	0	0	0	0	14
02:00	0	0	3	7	8	0	0	0	0	0	0	0	0	0	18
02:15	0	3	10	23	21	5	1	0	0	0	0	0	0	0	63
02:30	1	2	2	9	7	0	0	0	0	0	0	0	0	0	21
02:45	2	3	2	4	5	0	0	0	0	0	0	0	0	0	16
03:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5
03:15	0	0	0	4	3	0	0	0	0	0	0	0	0	0	7
03:30	3	5	5	18	17	1	0	0	0	0	0	0	0	0	49
03:45	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
04:00	1	1	0	7	1	1	0	0	0	0	0	0	0	0	11
04:15	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
04:45	1	2	2	11	5	2	0	0	0	0	0	0	0	0	23
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
05:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:45	0	0	1	4	1	3	0	0	0	0	0	0	0	0	9
06:00	0	0	2	7	5	3	0	0	0	0	0	0	0	0	17
06:15	0	0	3	5	4	1	0	0	0	0	0	0	0	0	13
06:30	1	1	1	5	5	0	0	0	0	0	0	0	0	0	13
06:45	4	2	2	2	2	0	0	0	0	0	0	0	0	0	12
07:00	0	0	1	11	5	2	0	0	0	0	0	0	0	0	19
07:15	5	3	7	23	16	3	0	0	0	0	0	0	0	0	57
07:30	0	0	1	8	4	1	0	0	0	0	0	0	0	0	14
07:45	0	0	1	12	10	2	1	0	0	0	0	0	0	0	26
08:00	0	1	0	7	12	1	0	0	0	0	0	0	0	0	21
08:15	1	0	10	19	10	1	0	0	0	0	0	0	0	0	41
08:30	1	1	12	46	36	5	1	0	0	0	0	0	0	0	102
08:45	0	0	9	16	10	4	0	0	0	0	0	0	0	0	39
09:00	0	0	3	15	16	2	0	0	0	0	0	0	0	0	36
09:15	1	0	6	22	16	3	1	0	0	0	0	0	0	0	49
09:30	0	1	4	23	22	2	1	0	0	0	0	0	0	0	53
09:45	1	1	22	76	64	11	2	0	0	0	0	0	0	0	177
10:00	1	0	3	29	20	4	1	1	0	0	0	0	0	0	59
10:15	0	1	6	23	21	4	0	0	0	0	0	0	0	0	55
10:30	1	0	8	39	19	1	0	0	0	0	0	0	0	0	68
10:45	0	0	2	36	26	3	0	0	0	0	0	0	0	0	67
11:00	2	1	19	127	86	12	1	1	0	0	0	0	0	0	249
11:15	2	0	4	26	36	7	0	0	0	0	0	0	0	0	75
11:30	0	2	12	35	19	6	0	0	0	0	0	0	0	0	74
11:45	2	0	13	35	25	4	0	0	0	0	0	0	0	0	79
12:00	2	1	12	38	22	3	1	0	0	0	0	0	0	0	79
12:15	6	3	41	134	102	20	1	0	0	0	0	0	0	0	307
12:30	1	1	11	40	25	3	0	0	0	0	0	0	0	0	81
12:45	0	2	9	38	26	3	0	0	0	0	0	0	0	0	78
13:00	0	0	11	38	26	2	0	0	0	0	0	0	0	0	77
13:15	2	0	19	39	18	5	0	0	0	0	0	0	0	0	83
13:30	3	3	50	155	95	13	0	0	0	0	0	0	0	0	319
Total	23	23	181	667	494	84	6	2	0	0	0	0	0	0	1480

TRIDENT Engineering, LLC

10232 NW 47 Street, Weston, FL 33351
954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Sat. - 10/15/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	2	1	9	54	38	5	0	0	0	0	0	0	0	0	109
12:15	2	2	16	48	19	2	0	0	0	0	0	0	0	0	89
12:30	2	0	24	50	14	2	1	0	0	0	0	0	0	0	93
12:45	3	2	8	52	34	3	0	0	0	0	0	0	0	0	102
13:00	9	5	57	204	105	12	1	0	0	0	0	0	0	0	393
13:15	1	0	13	47	31	5	1	0	0	0	0	0	0	0	98
13:30	2	3	12	44	16	5	1	0	0	0	0	0	0	0	83
13:45	3	0	23	55	23	3	0	0	0	0	0	0	0	0	107
14:00	6	0	16	62	17	1	0	0	0	0	0	0	0	0	102
14:15	11	1	18	40	21	3	0	0	0	0	0	0	0	0	94
14:30	1	0	18	51	29	6	0	0	0	0	0	0	0	0	105
14:45	4	0	11	45	21	4	0	0	0	0	0	0	0	0	85
15:00	3	0	13	43	22	8	1	0	0	0	0	0	0	0	90
15:15	19	1	60	179	93	21	1	0	0	0	0	0	0	0	374
15:30	5	0	27	41	23	1	1	0	0	0	0	0	0	0	98
15:45	2	0	19	44	30	3	0	0	0	0	0	0	0	0	98
16:00	6	2	24	55	22	4	0	1	0	0	0	0	0	0	114
16:15	4	0	19	61	26	1	0	0	0	0	0	0	0	0	111
16:30	17	2	89	201	101	9	1	1	0	0	0	0	0	0	421
16:45	4	2	19	44	18	5	1	0	0	0	0	0	0	0	93
17:00	1	1	3	46	29	6	0	0	0	0	0	0	0	0	86
17:15	0	0	11	40	29	5	1	1	0	0	0	0	0	0	87
17:30	2	2	9	41	17	5	0	1	0	0	0	0	0	0	77
17:45	7	5	42	171	93	21	2	2	0	0	0	0	0	0	343
18:00	3	6	18	28	29	7	0	1	0	0	0	0	0	0	92
18:15	2	1	19	38	10	1	0	0	0	0	0	0	0	0	71
18:30	1	1	15	37	19	8	0	0	0	0	0	0	0	0	81
18:45	1	4	15	33	19	4	0	0	0	0	0	0	0	0	76
19:00	7	12	67	136	77	20	0	1	0	0	0	0	0	0	320
19:15	6	4	17	24	22	2	0	0	0	0	0	0	0	0	75
19:30	6	7	25	26	2	0	0	0	0	0	0	0	0	0	66
19:45	9	3	32	12	3	0	0	0	0	0	0	0	0	0	59
20:00	8	12	35	12	1	0	0	0	0	0	0	0	0	0	68
20:15	29	26	109	74	28	2	0	0	0	0	0	0	0	0	268
20:30	4	11	28	22	2	0	0	0	0	0	0	0	0	0	67
20:45	4	11	39	21	3	0	0	0	0	0	0	0	0	0	78
21:00	7	10	25	13	4	0	0	0	0	0	0	0	0	0	59
21:15	2	4	28	32	10	1	0	0	0	0	0	0	0	0	77
21:30	17	36	120	88	19	1	0	0	0	0	0	0	0	0	281
21:45	7	6	18	28	13	3	0	0	0	0	0	0	0	0	75
22:00	2	4	23	20	6	0	0	0	0	0	0	0	0	0	55
22:15	3	5	27	26	8	0	0	0	0	0	0	0	0	0	69
22:30	3	4	15	22	5	2	0	0	0	0	0	0	0	0	51
22:45	15	19	83	96	32	5	0	0	0	0	0	0	0	0	250
23:00	0	6	24	6	0	0	0	0	0	0	0	0	0	0	36
23:15	1	3	8	13	5	2	0	0	0	0	0	0	0	0	32
23:30	2	2	12	16	17	3	0	0	0	0	0	0	0	0	52
23:45	0	2	9	17	12	1	0	0	0	0	0	0	0	0	41
24:00	3	13	53	52	34	6	0	0	0	0	0	0	0	0	161
24:15	3	2	15	11	5	0	0	0	0	0	0	0	0	0	36
24:30	0	0	3	22	16	0	1	0	0	0	0	0	0	0	42
24:45	0	2	5	20	14	1	0	0	0	0	0	0	0	0	42
25:00	0	1	12	19	11	0	0	0	0	0	0	0	0	0	43
25:15	3	5	35	72	46	1	1	0	0	0	0	0	0	0	163
25:30	2	1	16	19	9	1	0	0	0	0	0	0	0	0	48
25:45	1	1	11	22	13	3	0	0	0	0	0	0	0	0	51
26:00	2	0	12	11	10	3	0	0	0	0	0	0	0	0	38
26:15	1	2	8	9	9	1	0	0	0	0	0	0	0	0	30
26:30	6	4	47	61	41	8	0	0	0	0	0	0	0	0	167
Total	144	131	826	1542	756	120	8	4	0	0	0	0	0	0	3531
Grand Total	167	154	1007	2209	1250	204	14	6	0	0	0	0	0	0	5011

15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 3459
 Percent in Pace : 69.0%
 Number of Vehicles > 35 MPH : 224
 Percent of Vehicles > 35 MPH : 4.5%

TRIDENT Engineering, LLC

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954.815.3265

SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Sun. - 10/16/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
10/16/16	1	0	8	13	6	0	0	0	0	0	0	0	0	0	28
00:15	2	0	4	11	2	0	0	0	0	0	0	0	0	0	19
00:30	4	2	7	6	6	2	0	0	0	0	0	0	0	0	27
00:45	0	1	1	12	8	2	1	0	0	0	0	0	0	0	25
01:00	7	3	20	42	22	4	1	0	0	0	0	0	0	0	99
01:15	0	0	4	13	7	0	0	0	0	0	0	0	0	0	24
01:30	0	0	4	9	7	3	0	0	0	0	0	0	0	0	23
01:45	0	0	1	7	4	0	0	0	0	0	0	0	0	0	12
02:00	0	0	2	6	3	1	1	0	0	0	0	0	0	0	13
02:15	0	0	11	35	21	4	1	0	0	0	0	0	0	0	72
02:30	1	1	8	5	6	1	0	0	0	0	0	0	0	0	22
02:45	0	1	0	5	3	1	0	0	0	0	0	0	0	0	10
03:00	0	0	2	4	9	1	0	0	0	0	0	0	0	0	16
03:15	0	0	1	6	4	2	0	0	0	0	0	0	0	0	13
03:30	1	2	11	20	22	5	0	0	0	0	0	0	0	0	61
03:45	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
04:00	0	1	2	1	4	0	0	0	0	0	0	0	0	0	8
04:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:30	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6
04:45	1	3	2	4	9	1	0	0	0	0	0	0	0	0	20
05:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
05:15	1	1	2	0	4	1	0	0	0	0	0	0	0	0	9
05:30	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:45	0	0	0	4	0	1	0	0	0	0	0	0	0	0	5
06:00	1	2	2	5	8	3	0	0	0	0	0	0	0	0	21
06:15	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
06:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
07:00	0	1	1	3	1	1	0	1	0	0	0	0	0	0	8
07:15	1	1	3	8	2	1	0	1	0	0	0	0	0	0	17
07:30	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
07:45	0	0	1	2	4	1	0	0	0	0	0	0	0	0	8
08:00	0	1	1	5	0	1	0	0	0	0	0	0	0	0	8
08:15	1	0	3	8	3	0	1	0	0	0	0	0	0	0	16
08:30	1	1	6	17	10	2	1	0	0	0	0	0	0	0	38
08:45	1	0	5	7	7	2	0	0	0	0	0	0	0	0	22
09:00	0	0	2	7	5	1	0	0	0	0	0	0	0	0	15
09:15	0	0	1	5	12	1	0	0	0	0	0	0	0	0	19
09:30	0	0	1	4	8	2	1	0	0	0	0	0	0	0	16
09:45	1	0	9	23	32	6	1	0	0	0	0	0	0	0	72
10:00	1	0	3	11	8	1	0	0	0	0	0	0	0	0	24
10:15	0	0	10	8	9	1	0	0	0	0	0	0	0	0	28
10:30	5	5	6	16	1	1	0	0	0	0	0	0	0	0	34
10:45	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
11:00	7	6	19	36	18	3	0	0	0	0	0	0	0	0	89
11:15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	7	3	1	0	0	0	0	0	0	0	0	0	0	0	11
11:45	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	9
12:15	22	7	3	0	0	0	0	0	0	0	0	0	0	0	32
12:30	7	3	1	0	0	0	0	0	0	0	0	0	0	0	11
12:45	8	1	2	0	0	0	0	0	0	0	0	0	0	0	11
13:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13
13:15	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
13:30	39	8	4	0	0	0	0	0	0	0	0	0	0	0	51
13:45	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
14:15	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
14:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
14:45	37	4	0	0	0	0	0	0	0	0	0	0	0	0	41
Total	118	37	90	190	144	29	4	1	0	0	0	0	0	0	613

TRIDENT Engineering, LLC

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SR 5/NE 6th Ave. 100' south of NE 1 St - Delaray Beach NB Speed (Sun. - 10/16/2016)

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	7	1	2	3	3	1	0	0	0	0	0	0	0	0	17
12:15	2	0	10	30	26	6	0	0	0	0	0	0	0	0	74
12:30	1	2	13	38	18	2	1	0	0	0	0	0	0	0	75
12:45	0	0	16	28	24	4	1	0	0	0	0	0	0	0	73
13:00	10	3	41	99	71	13	2	0	0	0	0	0	0	0	239
13:15	0	2	6	33	15	3	0	0	0	0	0	0	0	0	59
13:30	1	0	5	30	33	5	0	0	0	0	0	0	0	0	74
13:45	2	0	4	27	26	8	0	0	0	0	0	0	0	0	67
14:00	1	1	8	30	24	11	1	0	0	0	0	0	0	0	76
14:15	4	3	23	120	98	27	1	0	0	0	0	0	0	0	276
14:30	3	0	7	36	22	2	0	0	0	0	0	0	0	0	70
14:45	5	0	9	39	26	7	0	0	0	0	0	0	0	0	86
15:00	1	0	2	26	22	8	0	0	0	0	0	0	0	0	59
15:15	1	0	9	23	25	7	1	0	0	0	0	0	0	0	66
15:30	10	0	27	124	95	24	1	0	0	0	0	0	0	0	281
15:45	1	0	5	29	26	4	0	0	0	0	0	0	0	0	65
16:00	3	0	5	31	21	9	2	0	0	0	0	0	0	0	71
16:15	3	0	11	32	25	3	0	0	0	0	0	0	0	0	74
16:30	8	0	9	19	24	6	1	0	0	0	0	0	0	0	67
16:45	15	0	30	111	96	22	3	0	0	0	0	0	0	0	277
17:00	2	0	10	38	27	4	0	0	0	0	0	0	0	0	81
17:15	8	0	13	29	20	2	0	0	0	0	0	0	0	0	72
17:30	4	2	13	42	28	5	1	0	0	0	0	0	0	0	95
17:45	1	0	7	26	25	4	1	0	0	0	0	0	0	0	64
18:00	15	2	43	135	100	15	2	0	0	0	0	0	0	0	312
18:15	1	0	6	38	24	3	2	0	0	0	0	0	0	0	74
18:30	1	1	6	36	24	1	0	0	0	0	0	0	0	0	69
18:45	0	0	9	31	23	4	0	0	0	0	0	0	0	0	67
19:00	4	3	14	34	14	6	0	0	0	0	0	0	0	0	75
19:15	6	4	35	139	85	14	2	0	0	0	0	0	0	0	285
19:30	1	2	19	32	15	4	0	0	0	0	0	0	0	0	73
19:45	5	6	23	20	13	3	0	0	0	0	0	0	0	0	70
20:00	2	4	9	20	19	6	1	0	0	0	0	0	0	0	61
20:15	8	8	23	20	9	6	0	0	0	0	0	0	0	0	74
20:30	16	20	74	92	56	19	1	0	0	0	0	0	0	0	278
20:45	0	1	15	36	14	2	0	0	0	0	0	0	0	0	68
21:00	0	3	14	29	14	1	0	0	0	0	0	0	0	0	61
21:15	1	2	14	26	28	4	0	0	0	0	0	0	0	0	75
21:30	2	0	9	27	10	1	0	0	0	0	0	0	0	0	49
21:45	3	6	52	118	66	8	0	0	0	0	0	0	0	0	253
22:00	0	3	8	24	15	4	0	0	0	0	0	0	0	0	54
22:15	2	1	12	29	15	6	0	0	0	0	0	0	0	0	65
22:30	1	0	9	16	13	2	0	0	0	0	0	0	0	0	41
22:45	0	0	8	12	14	1	0	0	0	0	0	0	0	0	35
23:00	3	4	37	81	57	13	0	0	0	0	0	0	0	0	195
23:15	1	0	2	20	13	4	0	0	0	0	0	0	0	0	40
23:30	0	0	14	21	9	0	0	0	0	0	0	0	0	0	44
23:45	0	0	6	19	9	2	0	0	0	0	0	0	0	0	36
24:00	0	0	7	12	10	2	0	0	0	0	0	0	0	0	31
24:15	1	0	29	72	41	8	0	0	0	0	0	0	0	0	151
24:30	0	1	6	13	14	2	0	0	0	0	0	0	0	0	36
24:45	0	1	2	14	8	1	0	0	0	0	0	0	0	0	26
25:00	0	0	3	16	29	5	1	0	0	0	0	0	0	0	54
25:15	0	0	5	8	20	4	0	0	0	0	0	0	0	0	37
25:30	0	2	16	51	71	12	1	0	0	0	0	0	0	0	153
25:45	0	0	6	19	9	3	0	0	0	0	0	0	0	0	37
26:00	0	1	6	8	13	1	0	0	0	0	0	0	0	0	29
26:15	0	0	2	5	6	1	0	0	0	0	0	0	0	0	14
26:30	0	0	0	3	7	5	2	0	0	0	0	0	0	0	17
26:45	0	1	14	35	35	10	2	0	0	0	0	0	0	0	97
Total	83	45	421	1177	871	185	15	0	0	0	0	0	0	0	2797
Grand Total	201	82	511	1367	1015	214	19	1	0	0	0	0	0	0	3410

15th Percentile : 22 MPH
 50th Percentile : 28 MPH
 85th Percentile : 33 MPH
 95th Percentile : 36 MPH

Stats
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2382
 Percent in Pace : 69.9%
 Number of Vehicles > 35 MPH : 234
 Percent of Vehicles > 35 MPH : 6.9%

APPENDIX G

Speed Calculations

SR 5/US-1/NE 6th Avenue at NE 1st Street - Speed Calculation - Thursday 10/13/2016

SR5/US-1/NE 6th Avenue and NE 1st Street (10/13/16)			
Time	50th Percentile Speed (mph)	85th Percentile Speed (mph)	10 mph Pace
	NB	NB	NB
0-1	25.5	30.9	23.0-33.0
1-2	26.1	32.4	23.0-33.0
2-3	27.8	32.2	23.0-33.0
3-4	24.3	27.5	18.0-28.0
4-5	27.6	31.8	23.0-33.0
5-6	25.9	32.3	23.0-33.0
6-7	28.7	32.2	23.0-33.0
7-8	27.0	32.1	23.0-33.0
8-9	27.0	31.7	23.0-33.0
9-10	26.1	31.1	23.0-33.0
10-11	26.0	30.5	23.0-33.0
11-12	26.4	31.5	23.0-33.0
12-13	29.3	33.2	23.0-33.0
13-14	29.1	34.2	23.0-33.0
14-15	29.2	34.5	23.0-33.0
15-16	29.5	34.4	23.0-33.0
16-17	28.7	33.9	23.0-33.0
17-18	28.7	33.3	23.0-33.0
18-19	28.4	33.2	23.0-33.0
19-20	28.8	33.6	23.0-33.0
20-21	30.1	35.1	23.0-33.0
21-22	28.7	33.6	23.0-33.0
22-23	29.4	36.0	23.0-33.0
Average	27.8	32.7	

SR 5/US-1/NE 6th Avenue at NE 1st Street - Speed Calculation - Thursday 10/13/2016

10 mph Pace									
18-28	23-33	28-38	33-43	38-48	43-53	Maximum	Find Value	MATCH Column	10 mph Pace
35%	65%	35%	0%	0%	0%	65%	0.65	2	23.0-33.0
44%	60%	28%	12%	8%	0%	60%	0.60	2	23.0-33.0
48%	83%	48%	9%	0%	0%	83%	0.83	2	23.0-33.0
73%	55%	9%	9%	0%	0%	73%	0.73	1	18.0-28.0
53%	74%	42%	0%	5%	5%	74%	0.74	2	23.0-33.0
42%	56%	36%	11%	2%	0%	56%	0.56	2	23.0-33.0
40%	81%	56%	7%	1%	0%	81%	0.81	2	23.0-33.0
59%	81%	40%	9%	0%	0%	81%	0.81	2	23.0-33.0
57%	81%	41%	6%	1%	0%	81%	0.81	2	23.0-33.0
66%	75%	31%	5%	0%	0%	75%	0.75	2	23.0-33.0
69%	81%	29%	1%	0%	0%	81%	0.81	2	23.0-33.0
62%	76%	35%	6%	1%	0%	76%	0.76	2	23.0-33.0
32%	73%	60%	15%	2%	1%	73%	0.73	2	23.0-33.0
35%	71%	57%	19%	3%	0%	71%	0.71	2	23.0-33.0
36%	70%	57%	20%	3%	0%	70%	0.70	2	23.0-33.0
33%	67%	58%	18%	5%	1%	67%	0.67	2	23.0-33.0
38%	70%	53%	18%	2%	0%	70%	0.70	2	23.0-33.0
41%	75%	54%	15%	2%	1%	75%	0.75	2	23.0-33.0
42%	73%	50%	15%	2%	0%	73%	0.73	2	23.0-33.0
41%	75%	54%	17%	2%	0%	75%	0.75	2	23.0-33.0
27%	72%	66%	21%	3%	2%	72%	0.72	2	23.0-33.0
39%	72%	52%	16%	4%	0%	72%	0.72	2	23.0-33.0
40%	61%	51%	23%	7%	1%	61%	0.61	2	23.0-33.0
29%	50%	60%	38%	8%	0%	60%	0.60	3	28.0-38.0

Number of Matches for 18.0-28.0:	1
Number of Matches for 23.0-33.0:	22
Number of Matches for 28.0-38.0:	1
Number of Matches for 33.0-43.0:	0

SR 5/US-1/NE 6th Avenue at NE 1st Street - Speed Calculation - Saturday 10/15/2016

SR5/US-1/NE 6th Avenue and NE 1st Street (10/15/16)			
Time	50th Percentile Speed (mph)	85th Percentile Speed (mph)	10 mph Pace
	NB	NB	NB
0-1	27.5	32.0	23.0-33.0
1-2	27.3	32.0	23.0-33.0
2-3	26.2	31.3	23.0-33.0
3-4	26.3	32.1	23.0-33.0
4-5	25.5	33.5	18.0-28.0
5-6	27.0	32.8	23.0-33.0
6-7	26.1	31.2	23.0-33.0
7-8	26.8	31.8	23.0-33.0
8-9	27.5	32.0	23.0-33.0
9-10	27.4	31.8	23.0-33.0
10-11	26.4	31.4	23.0-33.0
11-12	26.5	31.3	23.0-33.0
12-13	26.0	30.8	23.0-33.0
13-14	25.4	30.1	23.0-33.0
14-15	26.0	31.1	23.0-33.0
15-16	25.6	30.5	23.0-33.0
16-17	26.7	31.8	23.0-33.0
17-18	25.5	30.8	23.0-33.0
18-19	20.9	25.8	18.0-28.0
19-20	22.3	27.5	18.0-28.0
20-21	22.4	27.3	18.0-28.0
21-22	24.9	30.7	18.0-28.0
22-23	25.8	30.7	23.0-33.0
Average	25.7	30.9	

SR 5/US-1/NE 6th Avenue at NE 1st Street - Speed Calculation - Saturday 10/15/2016

10 mph Pace									
18-28	23-33	28-38	33-43	38-48	43-53	Maximum	Find Value	MATCH Column	10 mph Pace
52%	78%	46%	8%	0%	0%	78%	0.78	2	23.0-33.0
49%	74%	43%	7%	1%	0%	74%	0.74	2	23.0-33.0
47%	68%	38%	3%	0%	0%	68%	0.68	2	23.0-33.0
50%	72%	33%	11%	0%	0%	72%	0.72	2	23.0-33.0
50%	50%	33%	17%	0%	0%	50%	0.50	1	18.0-28.0
59%	69%	41%	14%	0%	0%	69%	0.69	2	23.0-33.0
53%	72%	33%	5%	0%	0%	72%	0.72	2	23.0-33.0
58%	76%	39%	7%	1%	0%	76%	0.76	2	23.0-33.0
53%	83%	43%	7%	2%	1%	83%	0.83	2	23.0-33.0
54%	85%	44%	6%	0%	0%	85%	0.85	2	23.0-33.0
63%	76%	34%	5%	0%	0%	76%	0.76	2	23.0-33.0
63%	80%	35%	4%	0%	0%	80%	0.80	2	23.0-33.0
68%	77%	29%	4%	1%	0%	77%	0.77	2	23.0-33.0
70%	72%	23%	3%	0%	0%	72%	0.72	2	23.0-33.0
66%	73%	30%	6%	1%	0%	73%	0.73	2	23.0-33.0
69%	72%	26%	3%	0%	0%	72%	0.72	2	23.0-33.0
57%	76%	37%	7%	1%	1%	76%	0.76	2	23.0-33.0
65%	67%	28%	5%	0%	0%	67%	0.67	2	23.0-33.0
74%	31%	3%	0%	0%	0%	74%	0.74	1	18.0-28.0
71%	43%	12%	1%	0%	0%	71%	0.71	1	18.0-28.0
77%	44%	10%	1%	0%	0%	77%	0.77	1	18.0-28.0
63%	60%	28%	4%	0%	0%	63%	0.63	1	18.0-28.0
66%	74%	30%	2%	1%	0%	74%	0.74	2	23.0-33.0
59%	67%	35%	5%	1%	1%	67%	0.67	2	23.0-33.0

Number of Matches for 18.0-28.0:	5
Number of Matches for 23.0-33.0:	19
Number of Matches for 28.0-38.0:	0
Number of Matches for 33.0-43.0:	0

APPENDIX H

Signal Warrant Calculations

TRAFFIC SIGNAL WARRANT SUMMARY

City: Delray Beach (Weekday)
County: 93 – Palm Beach
District: Four

Engineer: A&P
Date: October 25, 2016

Major Street: SR 5/US-1/NE 6th Ave Lanes: 3 Major Approach Speed: 35
Minor Street: NE 1st Street Lanes: 1 Minor Approach Speed: 35

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Yes No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Yes No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

- 100% Satisfied: Yes No
- 80% Satisfied: Yes No
- 70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	5:15 PM	4:15 PM	3:15 PM	2:15 PM	12:45 PM	6:15 PM	11:45 AM	12:30 PM
Major	1,356	1,220	1,114	1,029	943	926	839	787
Minor	74	63	64	62	84	57	74	65

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	5:15 PM	4:15 PM	3:15 PM	2:15 PM	12:45 PM	6:15 PM	11:45 AM	12:30 PM
Major	1,356	1,220	1,114	1,029	943	926	839	787
Minor	74	63	64	62	84	57	74	65

Existing Volumes

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekday)**
County: **93 - Palm Beach**
District: **Four**

Engineer: **A&P**
Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level may be used if Question 1 or 2 above is answered "Yes" Yes No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

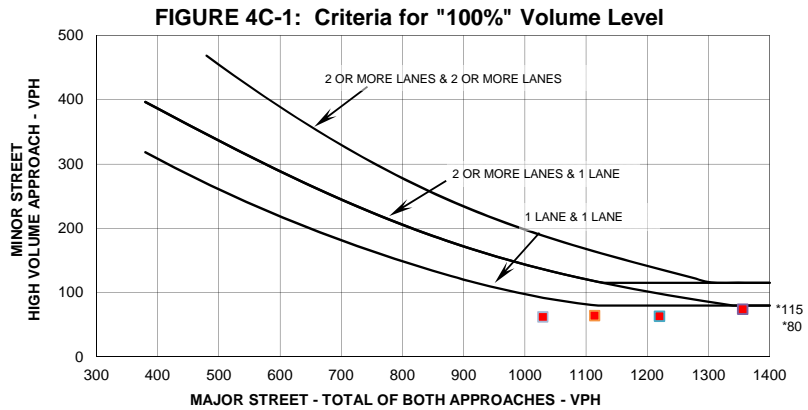
If all four points lie above the applicable line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
5:15 PM	1356	74
4:15 PM	1220	63
3:15 PM	1114	64
2:15 PM	1029	62

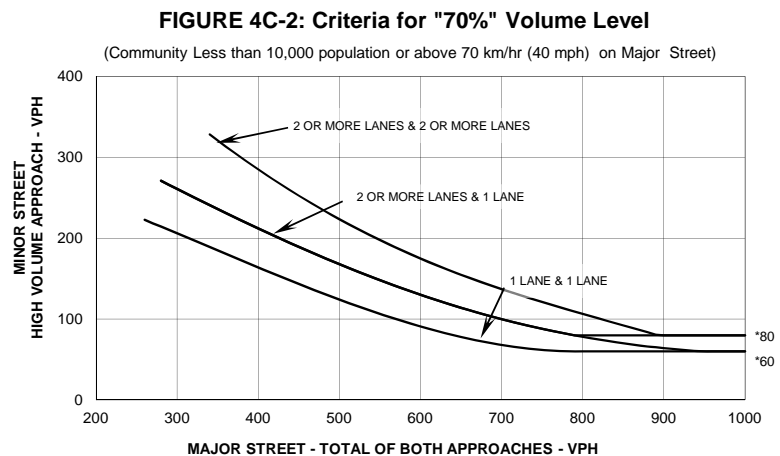
Plot four volume combinations on the applicable figure below.



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekday)**
County: **93 – Palm Beach**
District: **Four**

Engineer: **A&P**
Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave** Lanes: **3** Major Approach Speed: **35**
Minor Street: **NE 1st Street** Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" 70% 100%

WARRANT 4 - PEDESTRIAN VOLUME

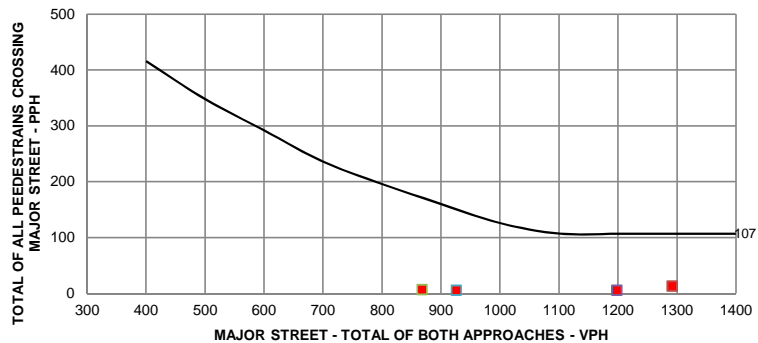
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
5:30 PM	1292	13
12:00 PM	868	7
4:00 PM	1198	6
4:00 PM	926	6



* Note: 107 pph applies as the lower threshold volume

Figure 4C-6 Criteria for "70%" Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total



* Note: 75 pph applies as the lower threshold volume

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

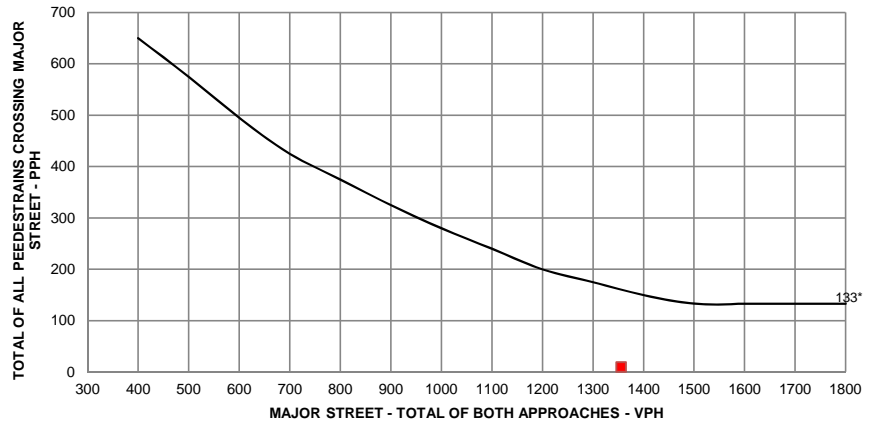
Applicable: Yes No
 Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total
5:15 PM	1356	10

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour



* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekday)**
 County: **93 – Palm Beach**
 District: **Four**

Engineer: **A&P**
 Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
 Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
 Satisfied: Yes No

Criteria		Hour				Volume		Met?		Fulfilled?	
						Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)								No		No
	Warrant 1, Condition B (80% satisfied)								No		
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.								No		
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:	N/A									Yes
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	5 Angle		Number of crashes per 12 months:				5		Yes	

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekday)**
 County: **93 – Palm Beach**
 District: **Four**

Engineer: **A&P**
 Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
 Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **A traffic signal is not warranted based on the vehicular and pedestrian volume data, and crash data analysis.**

WARRANTS SATISFIED:

<input type="checkbox"/>	Warrant 1	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 2	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 3	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 4	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 5	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 6	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 7	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 8	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 9	<input checked="" type="checkbox"/>	Not Applicable

TRAFFIC SIGNAL WARRANT SUMMARY

City: Delray Beach (Weekend)
County: 93 – Palm Beach
District: Four

Engineer: A&P
Date: October 25, 2016

Major Street: SR 5/US-1/NE 6th Ave Lanes: 3 Major Approach Speed: 35
Minor Street: NE 1st Street Lanes: 1 Minor Approach Speed: 35

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Yes No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Yes No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

- 100% Satisfied: Yes No
- 80% Satisfied: Yes No
- 70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	3:00 PM	1:30 PM	12:00 PM	11:00 AM	4:00 PM	5:00 PM	10:00 AM	7:00 PM
Major	919	891	875	774	758	712	682	680
Minor	95	92	78	81	97	68	60	87

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	3:00 PM	1:30 PM	12:00 PM	11:00 AM	4:00 PM	5:00 PM	10:00 AM	7:00 PM
Major	919	891	875	774	758	712	682	680
Minor	95	92	78	81	97	68	60	87

Existing Volumes

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekend)**
County: **93 - Palm Beach**
District: **Four**

Engineer: **A&P**
Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level may be used if Question 1 or 2 above is answered "Yes" Yes No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

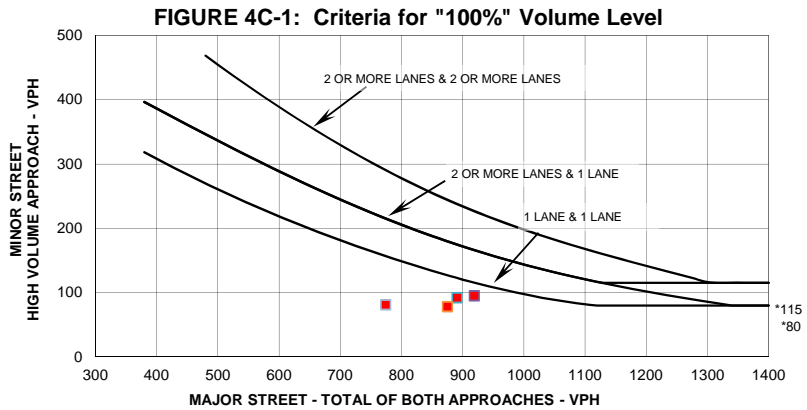
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
3:00 PM	919	95
1:30 PM	891	92
12:00 PM	875	78
11:00 AM	774	81

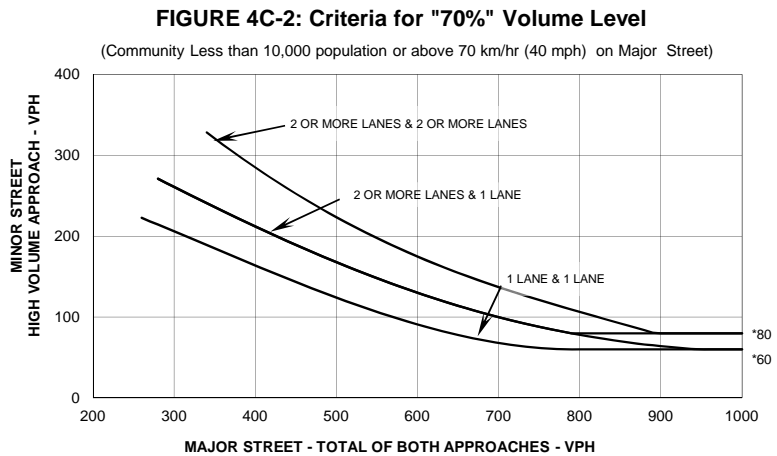
Plot four volume combinations on the applicable figure below.



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekend)**
County: **93 – Palm Beach**
District: **Four**

Engineer: **A&P**
Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave** Lanes: **3** Major Approach Speed: **35**
Minor Street: **NE 1st Street** Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" 70% 100%

WARRANT 4 - PEDESTRIAN VOLUME

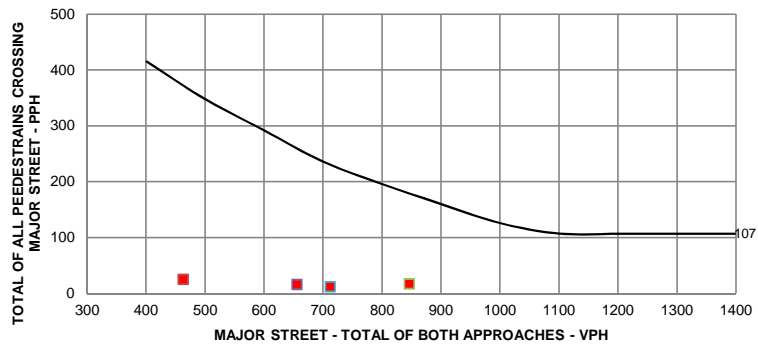
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

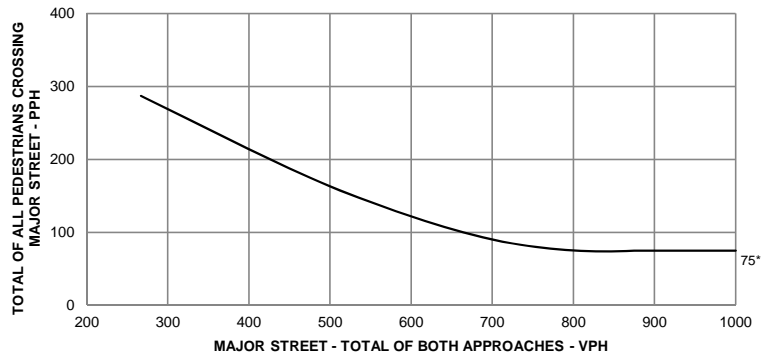
Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
8:30 AM	463	25
12:30 PM	846	17
6:00 PM	656	16
6:00 PM	712	12



* Note: 107 pph applies as the lower threshold volume

Figure 4C-6 Criteria for "70%" Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total



* Note: 75 pph applies as the lower threshold volume

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

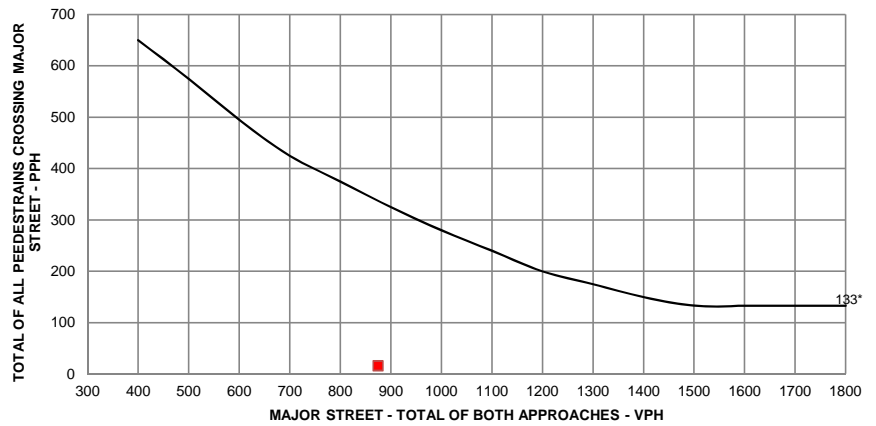
Applicable: Yes No
 Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total
12:00 PM	875	16

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

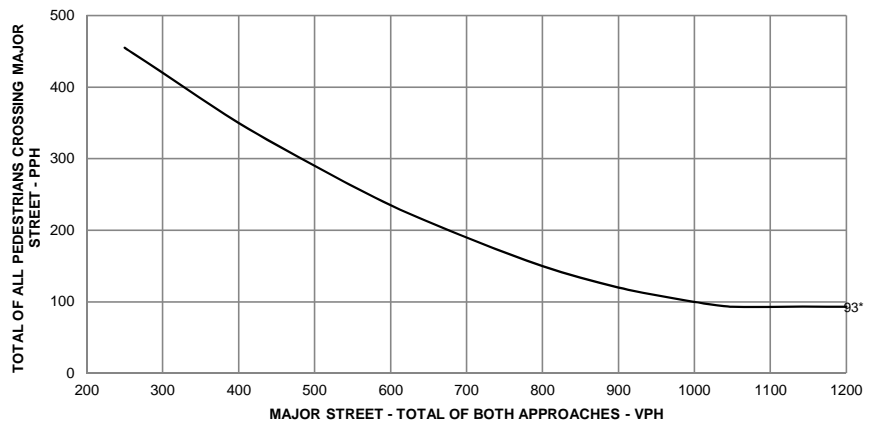


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekend)**
 County: **93 – Palm Beach**
 District: **Four**

Engineer: **A&P**
 Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
 Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
 Satisfied: Yes No

Criteria		Hour								Volume		Met?		Fulfilled?	
										Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)												No		No
	Warrant 1, Condition B (80% satisfied)												No		
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.												No		
2. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:	N/A													No
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	5 Angle		Number of crashes per 12 months:				5				Yes			

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Delray Beach (Weekend)**
 County: **93 – Palm Beach**
 District: **Four**

Engineer: **A&P**
 Date: **October 25, 2016**

Major Street: **SR 5/US-1/NE 6th Ave**
 Minor Street: **NE 1st Street**

Lanes: **3** Major Approach Speed: **35**
 Lanes: **1** Minor Approach Speed: **35**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **A traffic signal is not warranted based on the vehicular and pedestrian volume data, and crash data analysis.**

WARRANTS SATISFIED:

<input type="checkbox"/>	Warrant 1	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 2	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 3	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 4	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 5	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 6	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 7	<input type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 8	<input checked="" type="checkbox"/>	Not Applicable
<input type="checkbox"/>	Warrant 9	<input checked="" type="checkbox"/>	Not Applicable

SR 5/US-1/NE 6th Avenue and NE 1st Street - TMC Calculations - Weekday

Hour Rankings

Approach				Approaches			One-Hour Windows		Highest Hours						Pedestrian			Rank		
SB	WB	NB	EB	Major	Minor (Max Direction Only)	Total	Major	Minor	Time	1	2	3	4	5	6	5	13		Rank	
										1132	1042	949	707	690	568					
0	1	48	4	48	4	51	334	17	6:30	334	334	334	334	334	334	6:30	0	1	5	
0	1	68	5	68	5	72	424	24	6:45	424	424	424	424	424	424	6:45	0	2	6	
0	4	89	4	89	4	93	509	34	7:00	509	509	509	509	509	509	7:00	1	1	6	
0	2	130	5	130	5	134	568	39	7:15	568	568	568	568	568	568	7:15	0	1	6	
0	4	138	11	138	11	149	600	43	7:30	600	600	600	600	600	600	7:30	1	2	6	
0	4	153	14	153	14	167	633	43	7:45	633	633	633	633	633	633	7:45	0	2	5	
0	7	148	9	148	9	157	656	44	8:00	656	656	656	656	656	656	8:00	1	1	5	
0	3	162	9	162	9	170	690	48	8:15	690	690	690	690	690	690	8:15	0	1	6	
0	5	171	12	171	12	182	707	56	8:30	707	707	707	707			8:30	0	1	7	
0	4	176	15	176	15	191	-	-	8:45	-	-	-	-	-	-	8:45	1	1	6	
0	6	182	13	182	13	195	-	-	9:00	-	-	-	-	-	-	9:00	1	1	6	
0	3	179	17	179	17	195	-	-	9:15	-	-	-	-	-	-	9:15	1	1	6	
0	7	208	22	208	22	229	985	76	12:00	985	985					12:00	0	2	7	
0	9	253	14	253	14	267	1042	72	12:15	1042	1042					12:15	1	1	7	2
0	10	257	23	257	23	280	1034	75	12:30	1034	1034					12:30	0	2	5	
0	8	268	17	268	17	285	1013	71	12:45	1013	1013					12:45	1	1	6	
0	11	265	18	265	18	283	1005	71	13:00	1005	1005					13:00	1	1	6	
0	9	244	17	244	17	261	-	-	13:15	-	-	-	-	-	-	13:15	0	1	5	4
0	6	236	19	236	19	255	-	-	13:30	-	-	-	-	-	-	13:30	1	2	6	
0	10	261	18	261	18	278	-	-	13:45	-	-	-	-	-	-	13:45	0	2	6	
0	13	261	19	261	19	279	1062	72	16:00	1062						16:00	1	1	6	
0	3	253	18	253	18	271	1087	70	16:15	1087						16:15	1	2	4	3
0	9	254	13	254	13	267	1127	73	16:30	1127						16:30	0	1	3	
0	9	295	23	295	23	317	1132	75	16:45	1132						16:45	0	1	4	
0	13	286	16	286	16	302	1087	75	17:00	1087						17:00	0	0	8	
0	5	293	21	293	21	314	1047	78	17:15	1047						17:15	0	1	10	
0	10	259	15	259	15	274	983	74	17:30	983						17:30	1	2	13	
0	7	250	23	250	23	272	949	77	17:45	949	949	949		0	0	17:45	1	3	13	1
0	5	246	20	246	20	265	921	74	18:00	921	921	921		0	0	18:00	0	3	10	
0	9	229	17	229	17	245	675	54	18:15	675	675	675		0	0	18:15	1	3	8	
0	6	225	18	225	18	243	447	38	18:30	447	447	447		0	0	18:30	0	3	4	
0	6	222	20	222	20	241	222	20	18:45	222	222	222	222	222	222	18:45	0	1	1	

SR 5/US-1/NE 6th Avenue and NE 1st Street - TMC Calculations - Weekend

Approach				Approaches			One-Hour Windows			Highest Hours							Pedestrian			Rank
SB	WB	NB	EB	Major	Minor (Max Direction Only)	Total	Major	Minor	Time	1	2	3	4	5	6	7				
0	0	18	0	18	0	18	118	9	6:30	713	704	676	603	324	296	163		5	9	
0	0	31	2	31	2	33	142	12	6:45	118	118	118	118	118	118	118	6:30	0	0	6
0	0	36	4	36	4	40	146	15	7:00	142	142	142	142	142	142	142	6:45	2	0	9
0	3	33	2	33	3	36	163	14	7:15	146	146	146	146	146	146	146	7:00	0	0	7
0	1	42	3	42	3	45	163	14	7:15	163	163	163	163	163	163	163	7:15	0	4	10
0	0	35	5	35	5	40	205	17	7:30	205	205	205	205	205	205	205	7:30	0	3	6
0	0	53	3	53	3	56	237	17	7:45	237	237	237	237	237	237	237	7:45	0	0	13
0	2	75	6	75	6	81	268	19	8:00	268	268	268	268	268	268	268	8:00	0	3	21
0	3	74	2	74	3	77	296	19	8:15	296	296	296	296	296	296	296	8:15	0	0	22
0	2	66	7	66	7	73	324	20	8:30	324	324	324	324	324	324	324	8:30	7	3	25
0	0	81	3	81	3	84	-	-	8:45	-	-	-	-	-	-	-	8:45	2	6	15
0	2	66	7	66	7	73	-	-	9:00	-	-	-	-	-	-	-	9:00	0	4	11
0	0	81	3	81	3	84	-	-	9:15	-	-	-	-	-	-	-	9:15	3	0	8
0	5	177	13	177	13	190	704	58	12:00	704	704						12:00	0	4	16
0	10	160	19	160	19	179	694	58	12:15	694	694						12:15	0	1	15
0	6	200	13	200	13	213	689	54	12:30	689	689						12:30	0	6	17
0	6	167	13	167	13	180	648	55	12:45	648	648						12:45	2	3	15
0	10	167	13	167	13	180	658	64	13:00	658	658	658					13:00	0	3	10
0	10	155	15	155	15	170	-	-	13:15	-	-	-	-	-	-	-	13:15	2	1	7
0	4	159	14	159	14	173	-	-	13:30	-	-	-	-	-	-	-	13:30	3	1	7
0	6	177	22	177	22	199	-	-	13:45	-	-	-	-	-	-	-	13:45	0	0	4
0	7	173	24	173	24	197	713	86	16:00	713							16:00	3	0	6
0	19	197	23	197	23	220	711	88	16:15	711							16:15	0	1	5
0	6	179	21	179	21	200	685	87	16:30	685							16:30	0	2	7
0	9	164	18	164	18	182	664	82	16:45	664							16:45	0	0	7
0	7	171	26	171	26	197	676	88	17:00	676	676	676					17:00	0	2	12
0	4	171	22	171	22	193	664	77	17:15	664	664	664					17:15	0	3	13
0	11	158	16	158	16	174	646	76	17:30	646	646	646					17:30	1	1	15
0	9	176	24	176	24	200	630	71	17:45	630	630	630					17:45	3	2	14
0	8	159	15	159	15	174	603	65	18:00	603	603	603	603				18:00	1	2	16
0	8	153	21	153	21	174	444	50	18:15	444	444	444	444				18:15	2	3	13
0	7	142	11	142	11	153	291	29	18:30	291	291	291	291				18:30	1	0	8
0	3	149	18	149	18	167	149	18	18:45	149	149	149	149				18:45	1	6	7