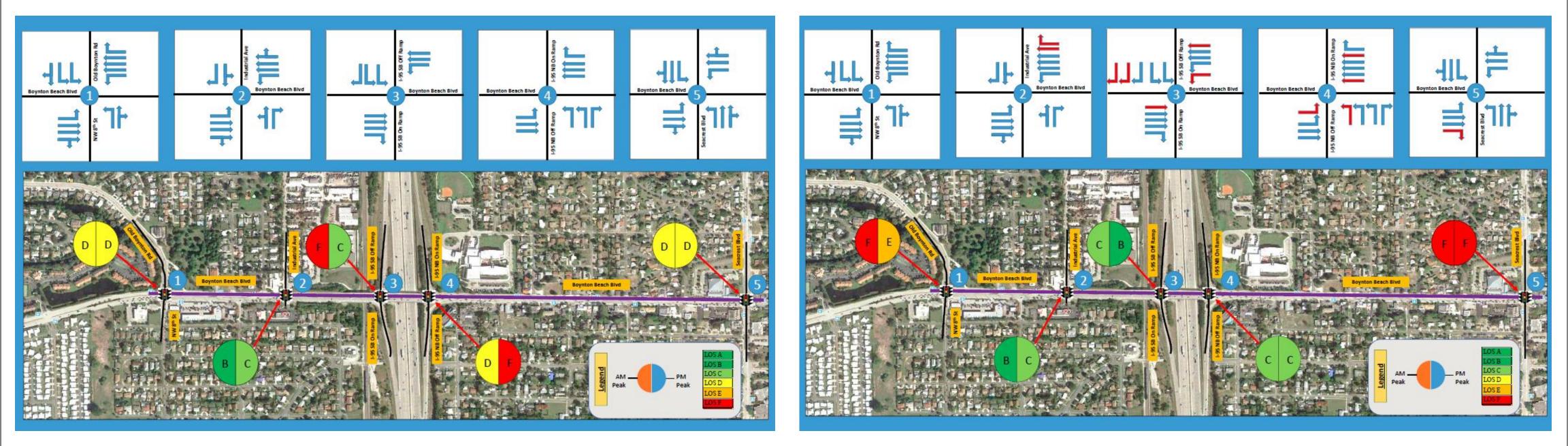
LANE CONFIGURATION AND LEVEL OF SERVICE (LOS)

BOYNTON BEACH BOULEVARD



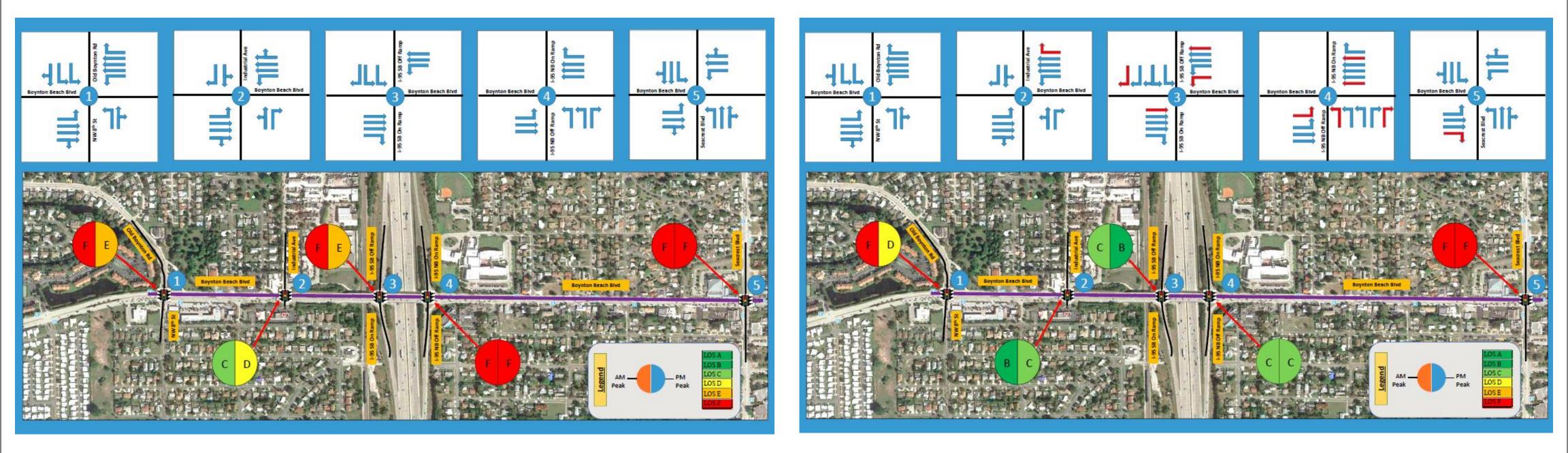
Eviative Veen 2015 Conditions

Alternative 1 CDA Design Veen 2010

A Gateway Blvd/ FDOO Boynton Beach Blvd DDBBE Study *nancial Project ID No(s) 435804-1-22-01 23 & 24

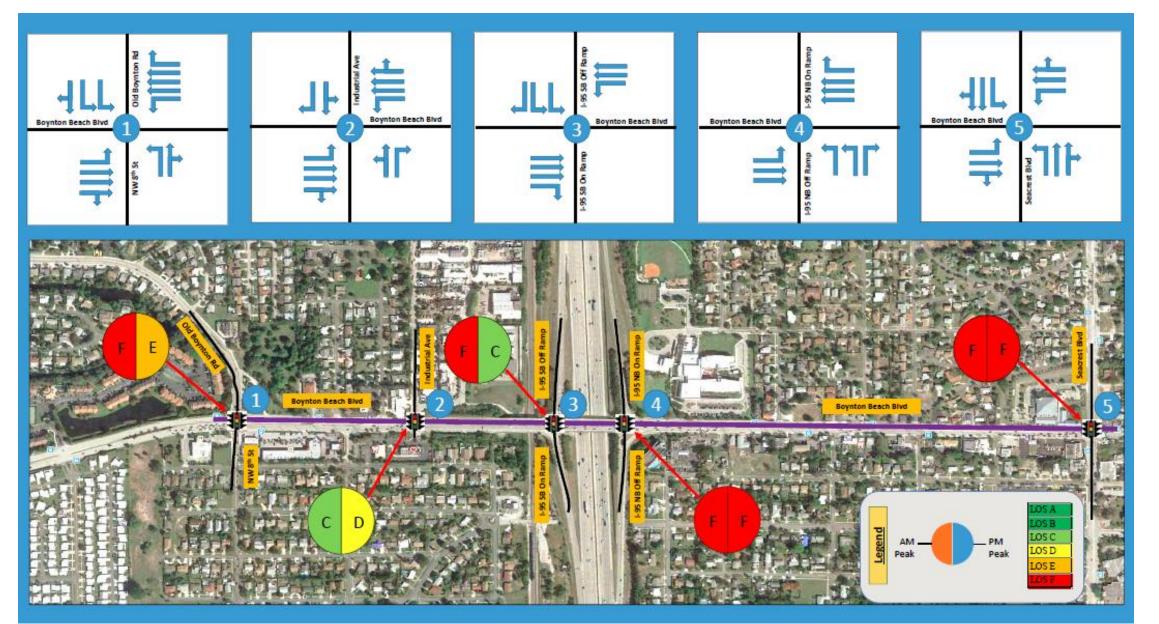
Existing Year 2015 Conditions

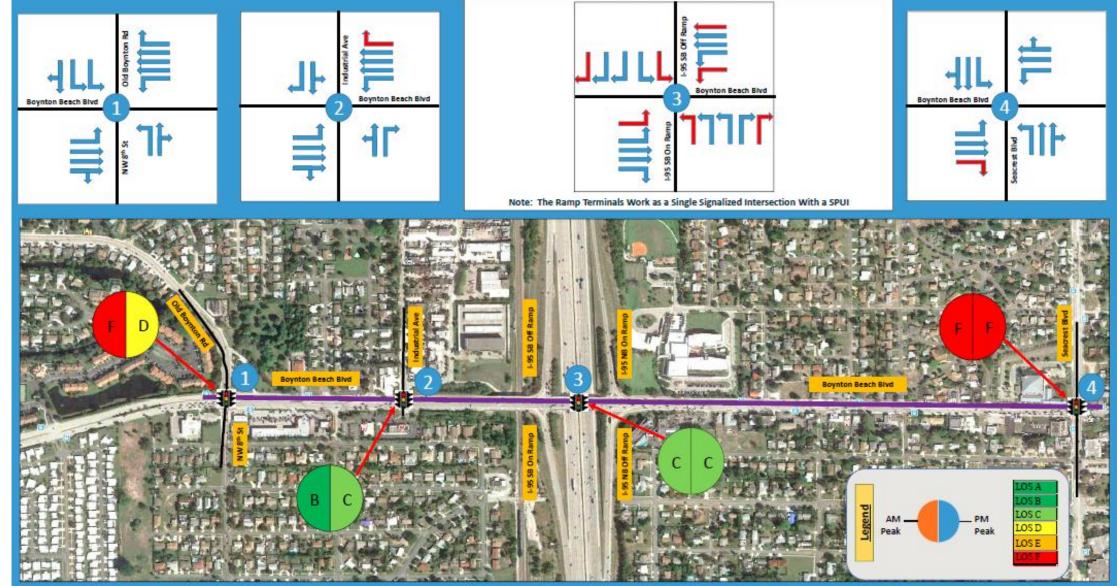
Alternative 1 – CDA – Design Year 2040



No-Build Conditions – Design Year 2040

Alternative 2 - Streamlined CDA – Design Year 2040





TSM&O Alternative – Design Year 2040

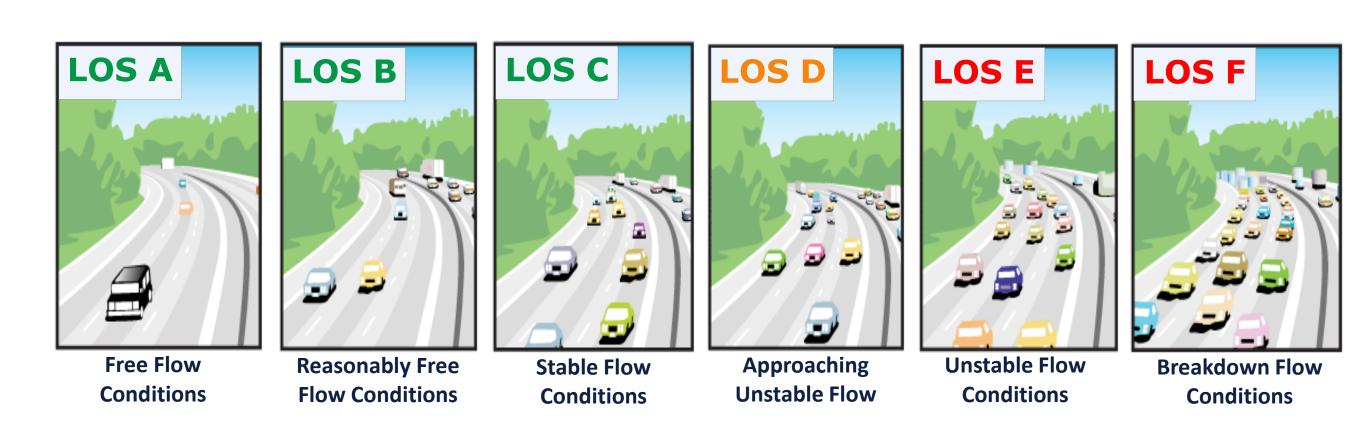
Alternative 3 – SPUI – Design Year 2040

			BUILD ALTERNATIVES					
LOCATION	No-Build	TSM&O	Alt 1 CDA	Alt 2 Streamlined CDA	Alt 3 SPUI 125.00 16.50			
		AVERAGE DELAY (s) ⁽¹⁾						
Boynton Beach Blvd at NW 8th St	126.10	126.10	121.30	121.00	125.00			
Boynton Beach Blvd at Industrial Ave	27.60	27.60	25.50	17.20	16.50			
Boynton Beach Blvd at I-95 SB Ramps	249.30	249.30	38.00	36.00	22.00			
Boynton Beach Blvd at I-95 NB Ramps	189.70	189.70	28.30	26.90	32.00			
Boynton Beach Blvd at Seacrest Blvd ⁽²⁾	192.30	192.30	133.30	133.30	133.30			
	785.00	785.00	346.40	334.40	306.80			
(2) The Build Alternatives propose the comparab delays can be anticipated	ported by HCM output	reports.		•	mparable			
 This delay is for signalized intersections as re The Build Alternatives propose the comparability delays can be anticipated 	ported by HCM output	reports.	g for Seacrest E	•				
Total Delay (1) This delay is for signalized intersections as reg (2) The Build Alternatives propose the comparabilities delays can be anticipated PM LOCATION	ported by HCM output	reports.	g for Seacrest E	Blvd; therefore, co				
 This delay is for signalized intersections as re The Build Alternatives propose the comparabidelays can be anticipated PM 	ported by HCM output	reports. nd signal timing TSM&O	g for Seacrest E BUILI Alt 1	Blvd; therefore, co D ALTERNATIVE Alt 2 Streamlined CDA	ES Alt 3			
 (1) This delay is for signalized intersections as re (2) The Build Alternatives propose the comparabidelays can be anticipated PM LOCATION 	ported by HCM output	reports. nd signal timing TSM&O	g for Seacrest E BUILI Alt 1 CDA	Blvd; therefore, co D ALTERNATIVE Alt 2 Streamlined CDA	ES Alt 3			
 (1) This delay is for signalized intersections as re (2) The Build Alternatives propose the comparabidelays can be anticipated PM LOCATION Boynton Beach Blvd at NW 8th St 	ported by HCM output le roadway geometry ar No-Build	reports. nd signal timins TSM&O AVEI	g for Seacrest E BUILI Alt 1 CDA RAGE DELAY	Blvd; therefore, con DALTERNATIVE Alt 2 Streamlined CDA	ES Alt 3 SPUI			
 (1) This delay is for signalized intersections as re (2) The Build Alternatives propose the comparability delays can be anticipated PM LOCATION Boynton Beach Blvd at NW 8th St Boynton Beach Blvd at Industrial Ave 	ported by HCM output le roadway geometry ar No-Build 80.00	reports. nd signal timing TSM&O AVEI 80.00	g for Seacrest E BUILI Alt 1 CDA RAGE DELAY 76.20	Blvd; therefore, con DALTERNATIVE Alt 2 Streamlined CDA (s) ⁽¹⁾ 70.40	ES Alt 3 SPUI 68.70 21.70			
 This delay is for signalized intersections as re The Build Alternatives propose the comparability of the sector of t	ported by HCM output le roadway geometry ar No-Build 80.00 52.80	reports. nd signal timing TSM&O AVEI 80.00 52.80	g for Seacrest E BUILE Alt 1 CDA RAGE DELAY 76.20 26.60	Blvd; therefore, constrained CDA Streamlined CDA (s) ⁽¹⁾ 70.40 23.40	ES Alt 3 SPUI 68.70			
 (1) This delay is for signalized intersections as re (2) The Build Alternatives propose the comparabidelays can be anticipated PM 	ported by HCM output le roadway geometry ar No-Build 80.00 52.80 218.30	reports. nd signal timins TSM&O AVEI 80.00 52.80 218.30	g for Seacrest E BUILE Alt 1 CDA RAGE DELAY 76.20 26.60 48.10	Blvd; therefore, con DALTERNATIVE Alt 2 Streamlined CDA (s) ⁽¹⁾ 70.40 23.40 51.70	ES Alt 3 SPUI 68.70 21.70			

(2) The Build Alternatives propose the comparable roadway geometry and signal timing for Seacrest Blvd; therefore, comparable delays can be anticipated

		No-Build TSM&O	BUILD ALTERNATIVES			
	No-Build		Alt 1 CDA	Alt 2 Streamlined CDA	Alt 3 SPUI	
Total Intersection Delay (s)	1546.60	1546.60	737.70	701.40	606.60	
Percent Reduction of Delay from No-Build	-	0%	52%	55%	61%	

Operational Analysis Summary



LOS classifications are designated from LOS A to LOS F. Operational conditions considered in a LOS classification include:

- Speed and travel time
- Traffic interruptions
- Freedom to maneuver
- Comfort and convenience