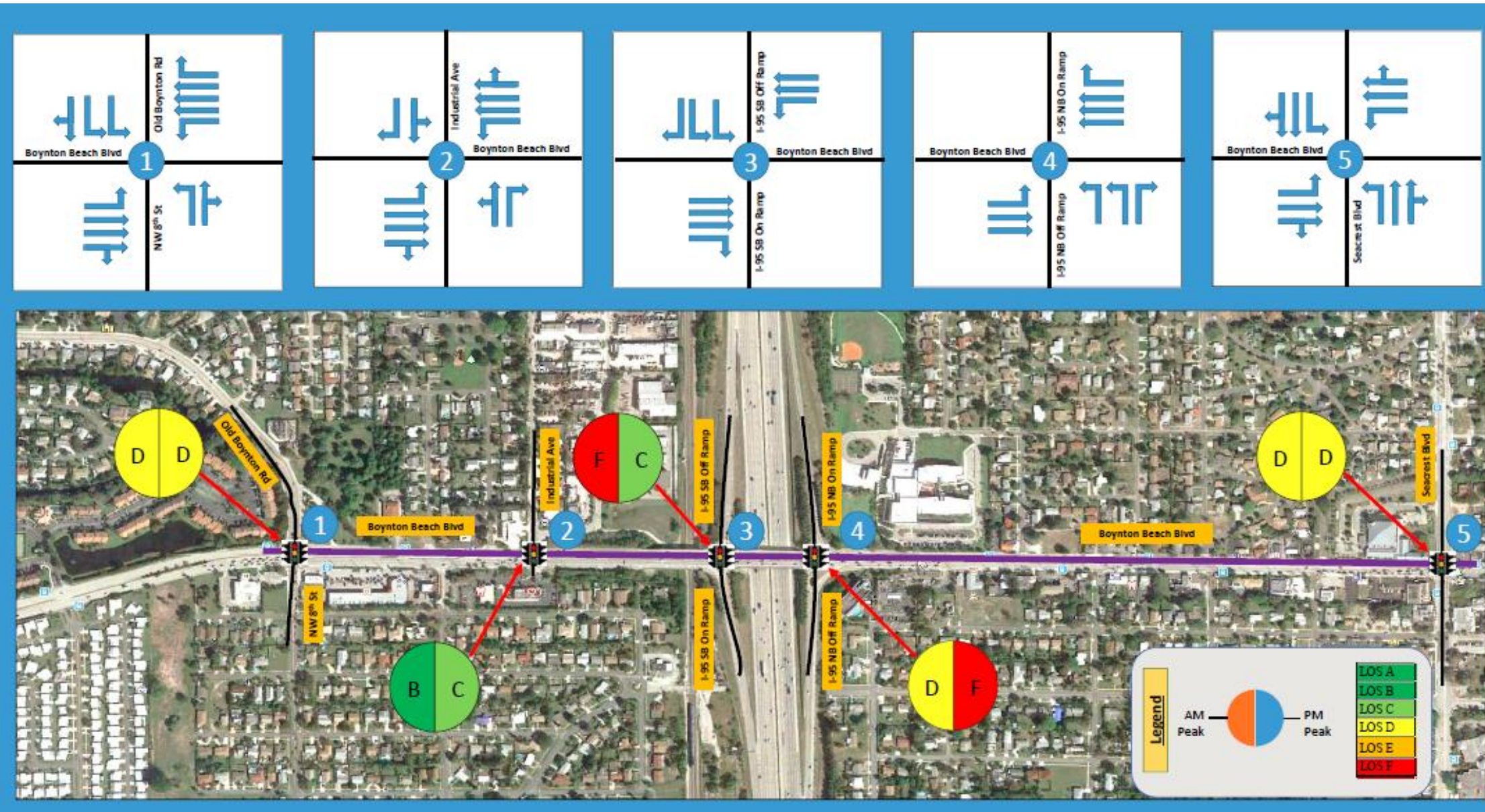
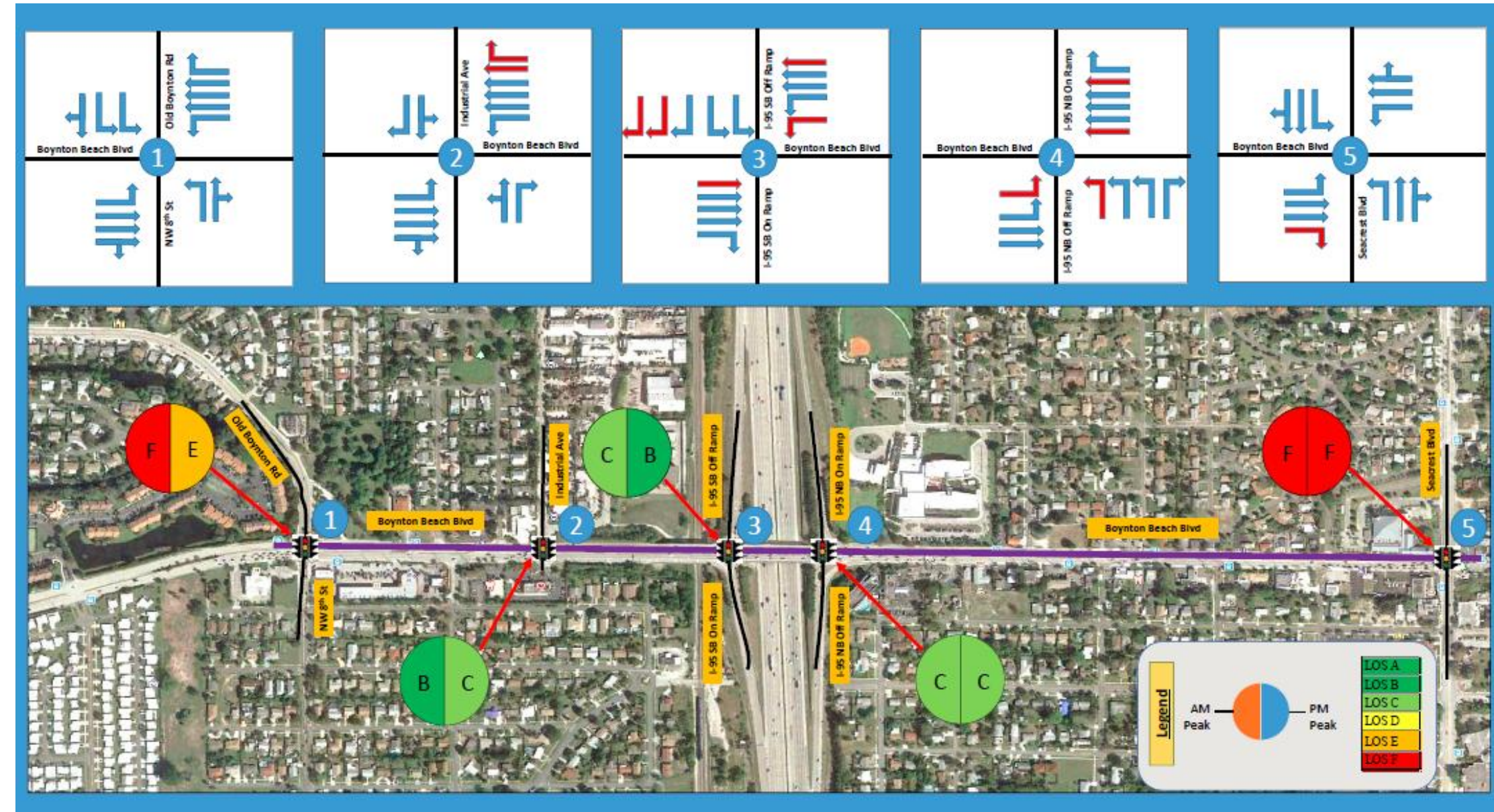


# LANE CONFIGURATION AND LEVEL OF SERVICE (LOS)

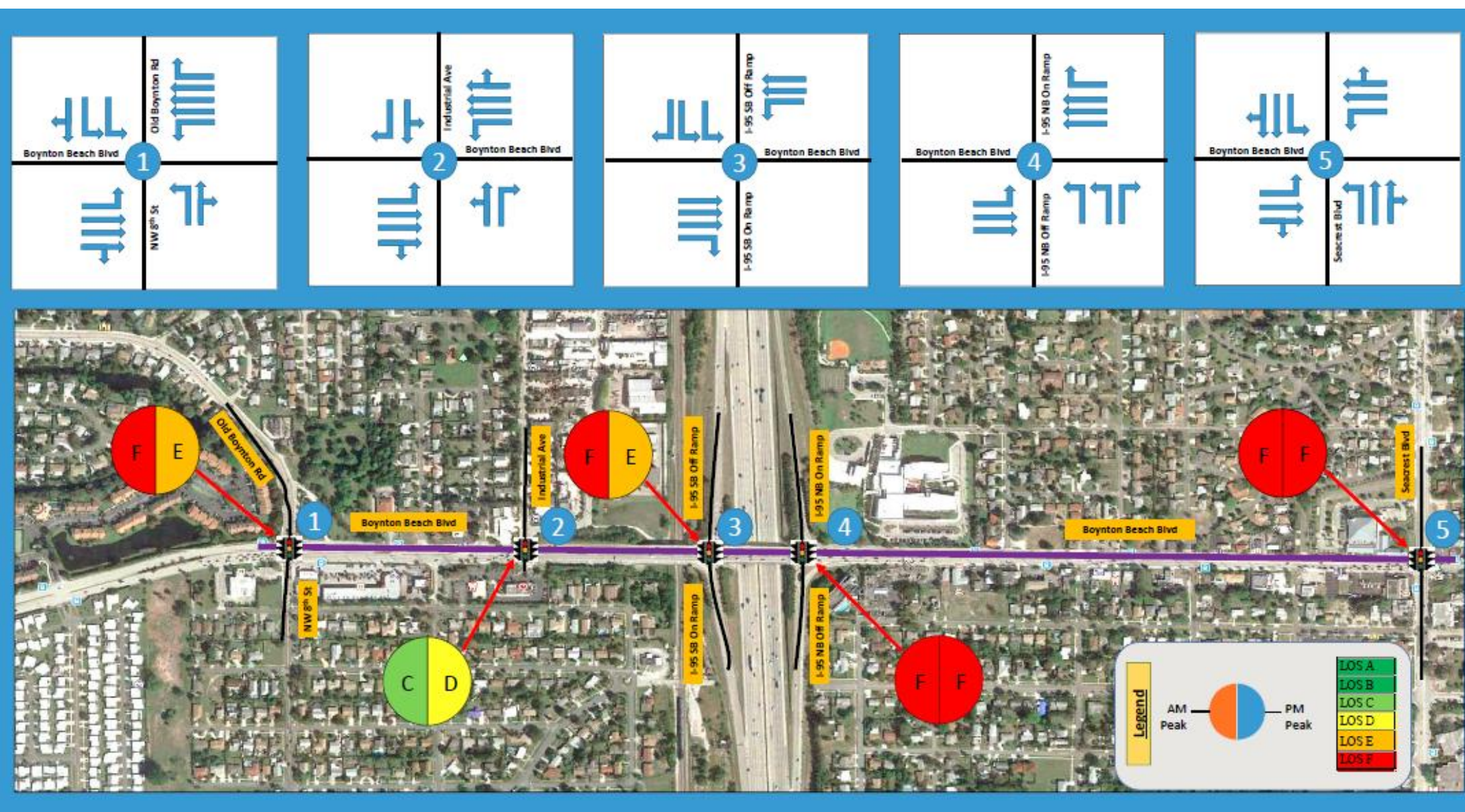
## BOYNTON BEACH BOULEVARD



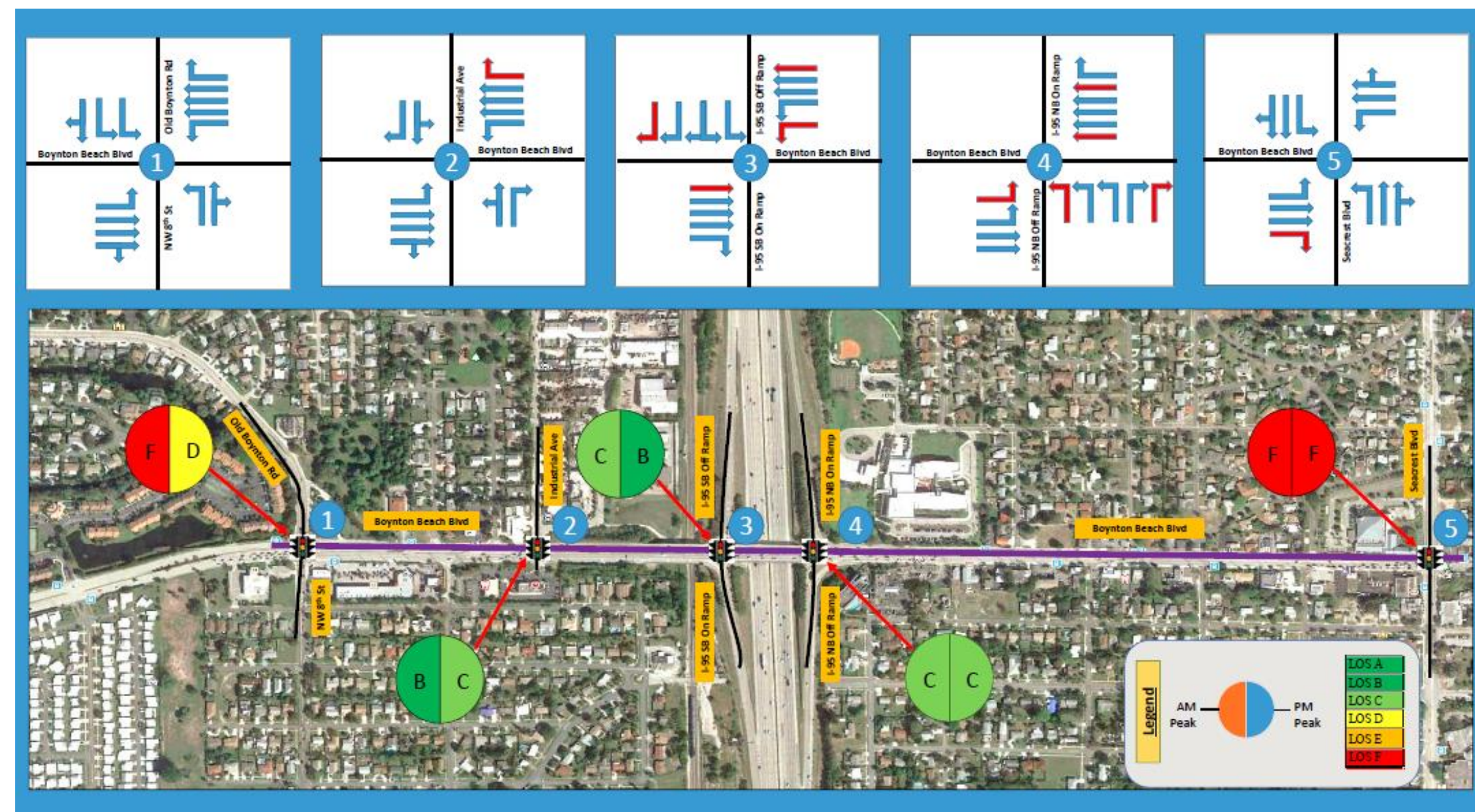
Existing Year 2015 Conditions



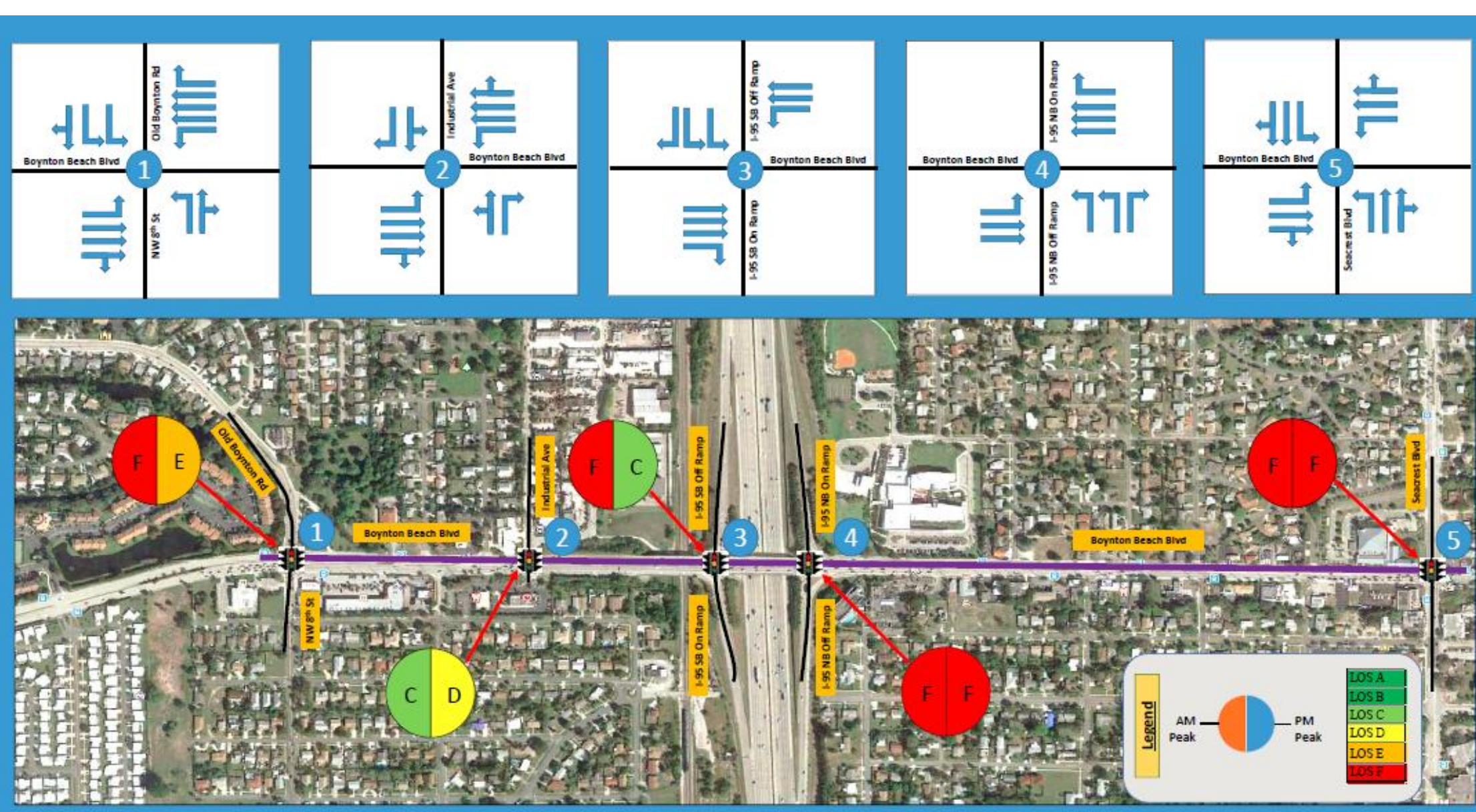
Alternative 1 - CDA - Design Year 2040



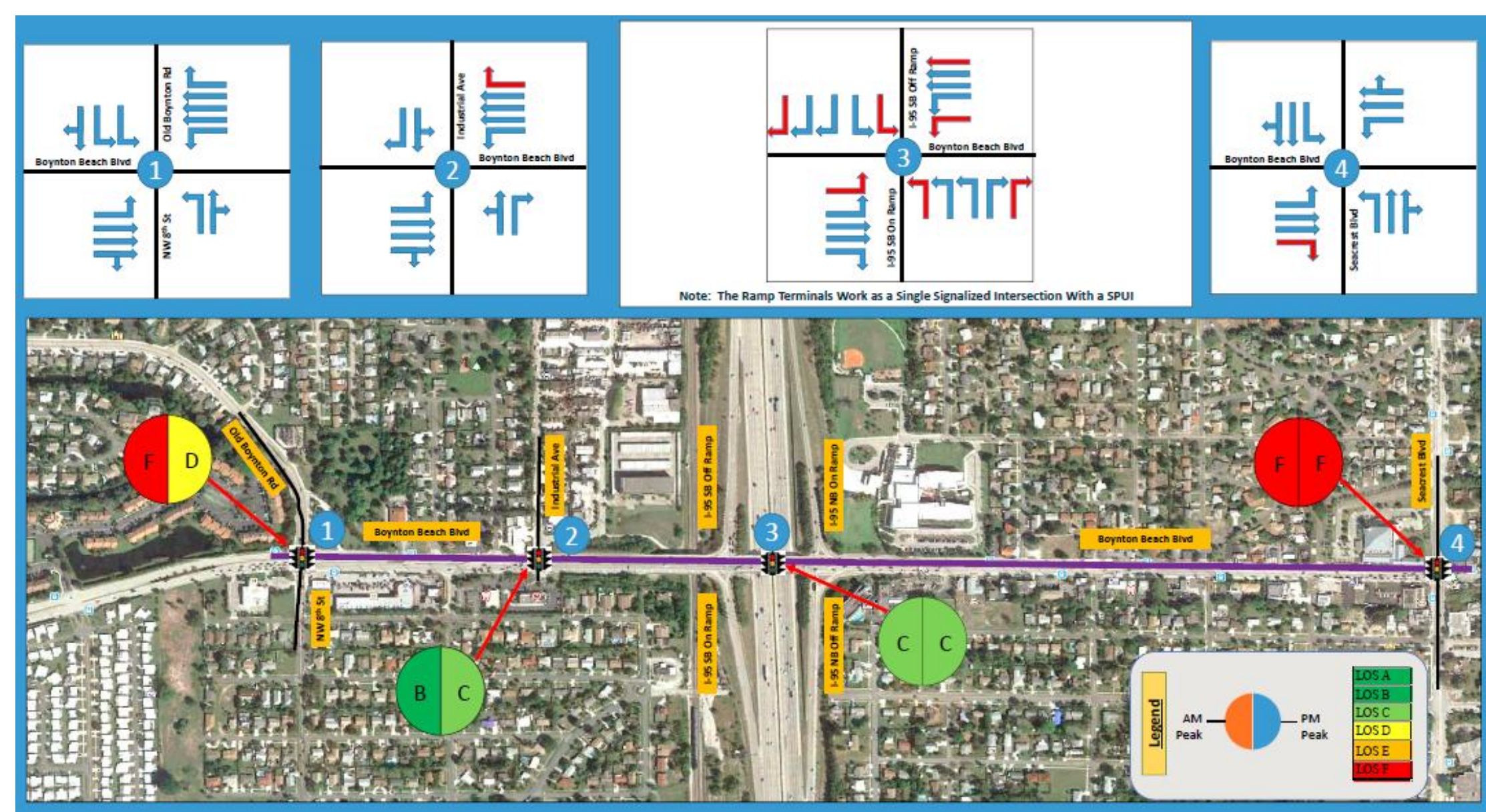
No-Build Conditions - Design Year 2040



Alternative 2 - Streamlined CDA - Design Year 2040



TSM&O Alternative - Design Year 2040



Alternative 3 - SPUI - Design Year 2040

LOCATION	No-Build	TSM&O	BUILD ALTERNATIVES		
			Alt 1 CDA	Alt 2 Streamlined CDA	Alt 3 SPUI
AVERAGE DELAY (s) <sup>(1)</sup>					
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	32.00
Boynton Beach Blvd at I-95 NB Ramps	189.70	189.70	28.30	26.90	28.10
Boynton Beach Blvd at Seacrest Blvd <sup>(2)</sup>	192.30	192.30	133.30	133.30	133.30
<b>Total Delay</b>	<b>785.00</b>	<b>785.00</b>	<b>346.40</b>	<b>334.40</b>	<b>306.80</b>

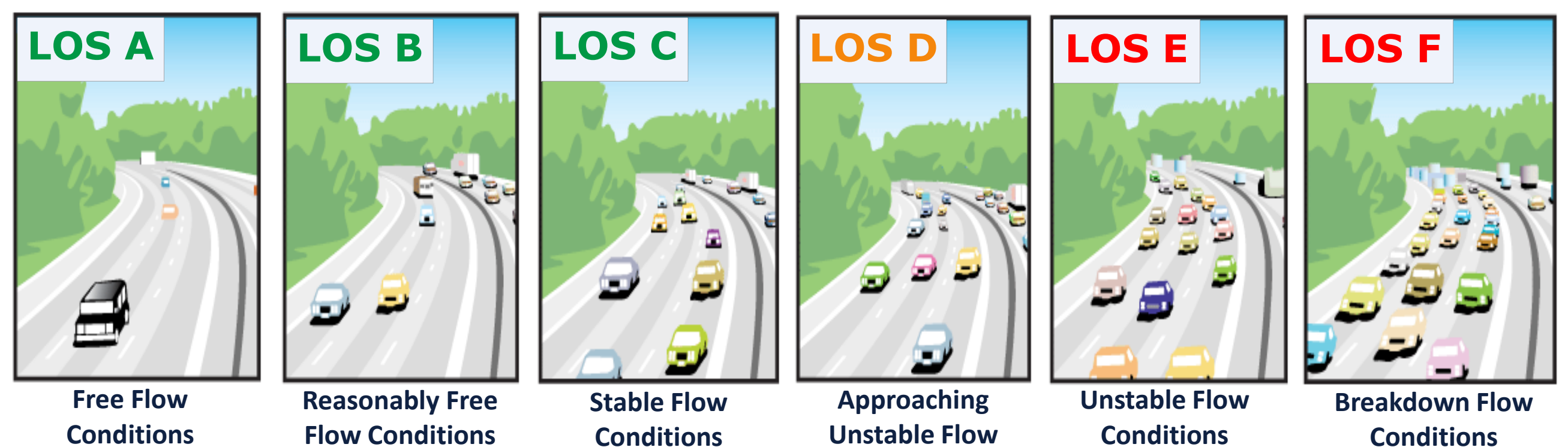
(1) This delay is for signalized intersections as reported by HCM output reports.  
 (2) The Build Alternatives propose the comparable roadway geometry and signal timing for Seacrest Blvd; therefore, comparable delays can be anticipated

LOCATION	No-Build	TSM&O	BUILD ALTERNATIVES		
			Alt 1 CDA	Alt 2 Streamlined CDA	Alt 3 SPUI
AVERAGE DELAY (s) <sup>(1)</sup>					
Boynton Beach Blvd at NW 8th St	80.00	80.00	76.20	70.40	68.70
Boynton Beach Blvd at Industrial Ave	52.80	52.80	26.60	23.40	21.70
Boynton Beach Blvd at I-95 SB Ramps	218.30	218.30	48.10	51.70	28.10
Boynton Beach Blvd at I-95 NB Ramps	197.20	197.20	59.10	40.20	28.10
Boynton Beach Blvd at Seacrest Blvd <sup>(2)</sup>	213.30	213.30	181.30	181.30	181.30
<b>Total Delay</b>	<b>761.60</b>	<b>761.60</b>	<b>391.30</b>	<b>367.00</b>	<b>299.80</b>

(1) This delay is for signalized intersections as reported by HCM output reports.  
 (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		
			Alt 1 CDA	Alt 2 Streamlined CDA	Alt 3 SPUI
<b>Total Intersection Delay (s)</b>	1546.60	1546.60	737.70	701.40	606.60
<b>Percent Reduction of Delay from No-Build</b>	-	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
- Freedom to maneuver
- Traffic interruptions
- Comfort and convenience